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## American Railroad Journal.

New York, Saturday, September 22, 1877.

### Important Decisions in the Cases of the Elevated Railroads.

During the present week the questions referring to the New York, and Gilbert Elevated Railroads, so long pending, and which have so closely engaged the attention of learned council, have been decided in favor of the companies. The full particulars of these decisions have been furnished by the daily press, and need no repetition here.

The decision we have referred to determines the constitutionality of the general law known as "The Husted Bill," thus confirming the rights given to the New York Elevated Railroad to extend the present track to the Harlem River, and also to build northward from the Battery on the east side through Pearl street and Third avenue to the Harlem River,

connecting with the Grand Central Depot, the ferries and the Brooklyn Bridge.

A meeting of the directors of the railroad has already been called, to take immediate steps to begin the construction of the east-side line and the extension of the present line on the west side.

### Empire Transportation Co.

At a meeting of the directors of the Pennsylvania Railroad Co., held in Philadelphia on the 17th inst., an arrangement was virtually consummated by which that company becomes the owner of the large equipment and other property of the Empire Transportation Company, connected with the transportation of traffic over the lines of the Pennsylvania Railroad. This matter is of special interest as dispensing with the only remaining outside fast freight organization on the road, and thus removing any ground for even a supposition that the entire revenues from such traffic did not directly benefit the stockholders of the railroad company. We understand that the property is taken at its actual value, and on very favorable terms as to payment, and that the purchase is based upon the fulfillment by the Empire Company of certain conditions imposed by the Board for the better protection of the interests of the railroad company. The Empire line works over the Philadelphia and Erie line via Harrisburg to New York, Philadelphia and Baltimore, and has thus been instrumental in bringing a large traffic not only to the main line but to the Philadelphia and Erie and Northern Central Railways.

The earnings of the Central Pacific Railroad for the month of August, 1877, were \$1,385,000, against \$1,696,153 in August, 1876, and \$1,553,014 in August, 1875. For the eight months ending August 31, 1877, the earnings were \$10,615,572 against \$11,264,320 for the corresponding period of 1876, and \$10,999,422 for the corresponding period of 1875.

Articles of incorporation have been filed in the office of the Secretary of State of California of the Front Street Railroad Company, to operate a street railroad in the city of Santa Cruz. Capital stock, \$10,000, divided into 10,000 shares of \$1 each. Directors—F. A. Hihn, E. Anthony, Amasa

Pray, Frank Cooper and H. E. Makinney. The principal place of business will be in the city of Santa Cruz.

### Practical Talks on Mechanical Reform.

It is vain and idle to deny that in all our manufacturing towns—in fact, wherever steam power is used—there is a tendency to do things on the cheap. But such a subtle and irrepressible agent as steam will not stand this; he must be dealt with carefully and liberally in all his surroundings, or he resents the parsimonious treatment to which he is subjected, and visits alike heavily the sins of omission and commission on all within his reach. It may be a vain and thankless proceeding on our part to raise once more a warning voice, so often have we done it before. But in view of the increasing demand for steam power, and of the fact that while many are reckless, some are only thoughtless, and in the hope, too, that some may seriously consider the importance of the subject and govern themselves accordingly, we have given in our columns instances of carelessness and neglect, poor remuneration for services, incompetency and ignorance, disregard to appliances and devices for safety, and referred to inspection as something that might be extended and improved, seeing that what has been done in this direction, has resulted advantageously to steam users. Before we leave these remarks on the need of mechanical reform, we call attention to the localities, the confined spaces and rooms where steam machinery is too frequently placed. Boilers are hissing under our sidewalks; blasts of hot air come up from cellar ways and basements and in the dark and narrow vaults the engineer and attendants group their way to fire and oil up, and manage the feed water. Contrast this state of things with the ample accommodations we sometimes find made for placing steam engines and boilers. Where there is light and room and ventilation—light so that the steam and water gauges can be seen distinctly; room for firing, taking off cylinder covers, keying up,

and facilities for oiling; ventilation of such character that will induce the engineer or attendant to keep on his spot of duty, and not be a cause of temptation for him to wander away for more air and greater coolness—there is no chance for slighting machinery, and therefore we believe that wherever it is possible, and in most cases it can be made possible, the safest and best way is to give ample room, "room to get all round his engine and boiler" as an engineer generally expresses himself. Do this and in nine cases out of ten it will be found that the machinery will be kept clean and in good condition; on the other hand where there is poor light, "no room to do anything," close, confined quarters and hot, foul air, there will be found dirty and thumping machinery, carelessness and little attention paid to repairs. Give an engineer a chance to be clean if not tasty, he will take a pride in a place where his machinery can be made bright, clean and attractive, none at all if he is cooped up to suffer and sweat from ten to twelve hours per day, amid foul smells and a mass of grease and ashes. This is another thing in mechanical reform which will invariably be found to pay.

#### Bedford and Bridgeport Railroad.

It is stated that the "Pennsylvania Railroad Company in Maryland" is about to build a road from the State line of Pennsylvania to the city of Cumberland, the distance of six miles. This is a new project, and has only been decided upon within a few days. The Baltimore and Ohio railroad now runs through Cumberland, and enjoys a monopoly of railroad transportation in that region. By the new arrangement it will lose considerable of its patronage, while the Pennsylvania Railroad Company will secure a great deal, thus benefitting that section of country. The citizens of Cumberland have agitated the matter of having the Bedford division reach their city for some time, so that the coal and iron interests of their section might be materially aided. The Bedford division has agreed to lease the new road when built for the term of fifty years. The citizens of Cumberland will subscribe to one-half the cost, the other half to be covered by bonds to be issued against the proposed road. The total cost will be \$150,000. The leasing by the Bedford and Bridgeport extension is virtually a leasing by the Pennsylvania Railroad Company. This extension could not be made without a separate organization, from the fact that the statutes of the State of Maryland prohibit the extension of other roads into the State. The new road will be known as the Extension of the Bedford Division of the Pennsylvania railroad. This Bedford division is the Bedford and Bridgeport railroad, of which John Cassa is president. It runs from Mount Dallas Pa., to the State line, (about thirty-eight miles in distance,) and has a branch running from Dunning's creek to Holderbaum, ten miles, making the total length of the line operated forty-eight miles.—*Balt. Sun.*

Mr. Justice Swayne, of the United States Supreme Court, holding chambers at Long Branch, has granted an order, vacating the decree directing the sale of the Chicago and Lake Huron Railroad, which was set down for the 20th of this month. The Trustee is directed to amend the foreclosure bill so that the rights of the bondholders may be fully presented to the court before any further decree is made. The Port Huron and Lake Michigan bondholders are the owners of the bonds secured on the most valuable portion of the road.

#### Texas and Pacific Railway.

The earnings of this road for the years ending May 31, 1876 and 1877, were:

	1876.	1877.
From passengers.....	\$397,426 82	\$524,198 47
" freight.....	1,113,043 70	1,449,988 48
" express.....	12,342 71	19,849 85
" mail.....	30,574 90	31,035 00
" telegraph.....	8,543 41	13,801 00
" miscellaneous.....	2,693 44	4,581 00
	\$1,564,624 98	\$2,043,453 30

#### Expenses, viz:

Conducting transp.....	\$305,780 39	\$435,790 00
Motive power.....	229,803 22	306,437 89
Maintenance of cars...	87,493 57	134,697 32
Maintenance of way...	221,993 93	425,047 18
General office exp....	47,310 91	50,474 07

	\$891,882 02	\$1,352,445 96
Net earnings.....	\$672,742 96	\$691,007 34
Balance of income account May 31, 1876 .....		338,523 17

Total.....\$1,029,580 51

#### Against which there is charged—

Legal expenses.....	\$9,392 88
General office expenses.	41,053 96
Insurance .....	8,685 13
Premium on gold and exchange.....	37,424 20
Taxes .....	56,121 63
Interest on 1st mortgage bonds .....	117,962 00
Interest on consolidated bonds.....	415,530 00
Interest on floating debt	24,375 69
	710,545 49

Surplus, May 31, 1877.....\$318,985 02

Compared with the previous year, the gross earnings of 1877 show an increase of \$478,828 32, with an increase in expenses of \$460,563 94, making the increase in net earnings \$18,264 38. The gross earnings per mile of road in 1876 were \$4,814 23, the working expenses \$2,744 25, and the net earnings \$2 069 98; in 1877, the earnings per mile of road were \$4,926 95, the expenses \$3,260 87, and the net earnings \$1 666 08—showing an increase in earnings of \$112 72, an increase in expenses of \$516 62, and a decrease in net earnings of \$403 90. The percentage of operating expenses for the year was 66.18; last year it was 57—showing an increase of 8.75 per cent.

The gross earnings of the Transcontinental division for the year were \$315,920 66, or \$2,375 34 per mile; and on the Jefferson and Southern divisions they were \$1,727,432 64, or \$6,131 43 per mile—an average of \$4,926 95 per mile for the three divisions.

The number of miles of road in operation at the close of the year was as follows:

	Miles.
The main line from Shreveport to Fort Worth .....	219 69
Transcontinental Branch, Texarkana to Sherman.....	155.12
Jefferson Branch, Marshall to Texarkana Junction .....	69.05

Total main track.....	443.86
Side tracks.....	36.94

Total main track and sidings.....480.80

At the commencement of the fiscal year the company had of main track in operation but.....333

Showing the number of miles constructed during the year to have been.....110.86

Of this newly constructed road 26 miles between Eagle Ford and Fort Worth was opened July 19, 1876, and 85 miles between Texarkana Junction and Paris was open August 11, 1876, both sections of road having been completed within the time by the laws of the State of Texas; and they have since been examined by commissioners appointed by the Governor of the State, have been reported upon favorably, and formally accepted by the Executive of the State, thereby entitling the company for every mile of road so constructed, to 20 sections of land, of 640 acres each, subject to location within its reservation at any time previous to the year 1880.

The average number of miles of road operated during the year was 414.75 against an average of 325 miles for the previous year, being an increase of 89.75 miles, or 27.60 per cent. The report says:

The largely increased percentage of working expenses, and consequent decrease of net revenue, was occasioned in part by the hurried manner in which our new road was constructed, in order to comply with the requirements of Texas legislation; and the unusually heavy rains that immediately followed the turning over of these new sections of road to the operating department, which caused very heavy expenditures, under the head of maintenance of way, and greatly increased the motive power and rolling stock repair accounts. They were also increased by the difficulty of getting enough laborers to fill the working force required to complete the new road within the time required by law, which forced the employment of a considerable part of our operating force, during the months of May, June, July and August, on construction work, and prevented the putting in of a large number of new ties, and other track work from being done on the older portions of the road during the dry weather, and such work in wet weather can only be done at a greatly increased cost. This left the track on the old roadway in bad order during the winter months, and in the following spring necessitated very heavy expenditures for repairs and replacements.

Our records show that 223,626 cross ties, 143,400 lbs. spikes, 3,968 fish plates, and 16,052 lbs. track bolts, were put into the track last year, mostly during and since the winter months, a large portion of which should have been put in the previous fiscal year and during the summer months of 1876; and this would have been done, but for the necessity of using our track force on the new construction work. The road, however, is now in very fair condition, and can be maintained and improved from year to year at a reasonable cost by the operating department.

It will be noticed that the gross earnings per mile show a gain over the previous year, but it is all that could reasonably have been expected, as our new road was not completed in season to move the grain crop of northern Texas. The cotton crop on our north line was also injured somewhat by the worm, the number of bales moved on 154 miles of the Transcontinental Division, between Sherman and Texarkana, being but 44,695 bales, against 35,632 bales handled on the 66 miles of road between Sherman and Paris the previous year; the gross receipts per mile on 154 miles of the Transcontinental Division being but \$2,375 34, against \$6,131 43 on 290 miles on the Jefferson and Southern Divisions, but with the present prospect of good crops, the mileage earnings should be largely increased the current year.

The attention of shareholders is called to the fifth annual report of the company, published last year, page 10, showing the funded and floating indebtedness of your company on June 1, 1875, to have been \$22,424,853 57, with 324 miles of road completed and in operation, having an equipment of 28 locomotives and 415 passenger, baggage and freight cars of various kinds.

The balance sheet shows that on June 1, 1877,



just two years later, deducting for bonds unsold, material and supplies on hand, current balances due, and cash in hands of the Treasurer, that the balance of its liabilities, including \$5,533,000 income and land bonds, was but \$18,556,587 91, with 444 miles road in operation, having an equipment of 50 locomotives and 1,050 passenger, baggage, and freight cars; being a reduction of \$3,868,265 66 in the aggregate of indebtedness, and a gain of 120 miles additional of road, with an additional equipment of 22 locomotives and 635 passenger, baggage, and freight cars, added during the two years.

It will also be noticed that the balance of floating indebtedness June 1, 1877, deducting the credit balances and cash in treasury, was but \$703,264 31, against \$935,257 67, in June, 1875, and that the company has in hand, applicable to this debt, \$894,000 of its first and consolidated mortgage bonds.

It seems proper, also, to state in this connection, that under the adjustment contract referred to in a previous report, out of \$9,130,550 41 of indebtedness of the California and Texas Railway Construction Company, there had been satisfied on the 2d of July, 1877, \$8,474,911 36, and the officers of that company feel confident of being able to provide for the remainder of its indebtedness during the current year.

This readjustment and liquidation of so large an amount of indebtedness, has been secured by the sale of your company's stock and bonds on terms very favorable to the company, the \$3,216,000 of its first mortgage bonds having netted the company \$2,859,400, or an average of 87½ per cent. on their face value, and \$7,443,000 of its consolidated mortgage bonds have netted the company \$5,962,000, or an average of 80.1 per cent. on their par value, these figures being free of all commissions paid. The capital of the company also represents an actual cash investment.

The company have 50 locomotives, 14 first-class and 14 second-class passenger, 1 directors', 3 baggage combination, 11 baggage, mail and express, 494 box, 171 stock, 28 cabooses, 305 flat, 1 wrecking, 1 pile driving and 7 boarding cars.

Mileage of locomotives: passenger trains, 361,612; freight trains, 740,863; work trains, 211,030; switch trains, 113,877; mixed trains, 17,828—total, 1,445,210. Miles run to cord of wood, 30.17; to pint of oil, 12.10. Cost of working locomotives, including repairs, fuel, oil and waste, etc., 0.2283 cent per mile run.

Coupon passengers carried, 52,199; do. carried one mile, 7,419,160. Local passengers carried, 167,904; do. carried one mile, 6,467,339. Total passengers carried, 220,103; do. carried one mile, 13,886,499. Average miles each passenger was carried: coupon, 142.13; local, 38.52—total, 63.09. This shows an increase, compared with the previous year, of 68 023 in the number of passengers carried; 3,776.475 in the number carried one mile; and a decrease of 3.38 miles in the average distance traveled by each passenger.

Local freight in tons, 259,957; number of tons carried one mile, 31,281,229. Through freight in tons, 95,832; number of tons carried one mile, 12,088,652. Total freight in tons, 355,789; total tons carried one mile, 43,369,881. Average haul of local freight, 120.33 miles; do. through freight, 126.14 miles—total, 121.87 miles. This shows an increase in tons of freight carried of 101,501; in tons carried one mile of 15,363,119; and in average distance each ton was hauled of 11.77 miles. The cotton shipments aggregate 230,133 bales, against 108,196 bales in 1876, showing a gain of 41,937 bales.

## CONDENSED BALANCE SHEET, May 31, 1877.

Construction account (1).....	\$26,374,263 65
Land department expenditures (2).....	233,480 68
Real estate.....	445 27
San Diego land donation (3).....	11,556 68
Due from agents.....	33,700 80
Accounts receivable, current balances.....	51,018 33
Material on hand.....	190,372 78
Property account, (stock and bonds)	275,600 00
First mortgage \$8,000 per mile bonds in treasury (4).....	289,000 00
Consolidated mortgage bonds in treasury.....	105,000 00
Bills receivable.....	12,982 48
Due from Post-office department.....	3,061 43
Cash in treasury.....	28,472 22
	\$27,609,004 32
Capital stock.....	\$7,483,400 00
First mortgage 6 per cent gold, \$8,000 per mile bonds.....	3,552,000 00
Consolidated mortgage, 6 per cent gold bonds.....	7,548,000 00
Income and land grant, 7 per cent currency bonds.....	\$5,533,000
Old land grant bonds outstanding.....	1,561,000
Coupons old land bonds to be funded in new income and land grant bonds.....	245,805
	7,339,805 00
State of Texas school fund loan.....	192,970 20
Bond scrip, fractional, redeemable in bonds on presentation.....	80,521 18
Interest scrip.....	15,570 00
Income account, (surplus).....	318,985 02
Town lot sales.....	11,475 35
Amount received from assets of the company.....	249,348 00
Accounts payable, current balances.....	541,186 53
Bills payable.....	275,743 04
	\$27,609,004 32

(1) Which includes all the expenditures for survey and location of 1,457 miles of line west from Ft. Worth; and for construction work and material on line in California, and between Sherman and Ft. Worth, in addition to constructing and equipping 444 miles of road in operation in Texas and Louisiana.

(2) This expenditure is for account of 4,816,543 acres of Texas lands, most of it within the company's reservation, and which will form a very valuable asset in estimating the value of the company's property outside of its 444 miles of railway.

(3) This expenditure is represented by about 8,000 acres of land in San Diego, donated to the company by the city of San Diego.

(4) This includes bonds placed in trust to secure the return for cancellation of the remainder—189—of old construction bonds held for obligations not matured.

The general office of the company is at No. 275 South Fourth St., Philadelphia. The officers are:

President.—THOMAS A. SCOTT.

Vice Presidents.—FRANK S. BOND, JOHN C. BROWN.

Assistant to the President.—JAMES P. SCOTT.

Directors.—Thomas A. Scott, Pennsylvania; Frank S. Bond, Pennsylvania; John C. Brown, Tennessee; W. W. Keefer, Pennsylvania; H. H. Houston, Pennsylvania; E. D. Barclay, Pennsylvania; Marshall O. Roberts, New York; Henry G. Stebbins, New York; William Thaw, Pennsylvania; W. T. Walters, Maryland; Alfred Gaither, Ohio; W. C. Hall, Kentucky; W. S. McManus, Pennsylvania; T. L. Nesmith, California; W. M. Harrison, Texas.

Treasurer.—GEORGE D. KRUMHAR.

Secretary.—CHAS. E. SATTERLEE.

Transfer Agent.—E. B. HART, 50 Exchange Place, New York.

## The Machine and Boiler Works of the Messrs. Snyder Brothers, Makers of the Little Giant Steam Engines.

The thousands who pass and repass No. 94 Fulton Street, in this city, may have observed a neat gilt lettered sign on a new, substantial, brick building, that informed the public of the manufactory of Snyders' Little Giant Steam Engine; but few out of that great throng of pedestrians have any idea of the completeness, compactness, and activity that exist inside the walls from the first to the fourth story of that spacious building. We should judge each floor was about 100 by 40 feet. The flooring and walls are of a substantial character; and although there is a steam engine in motion, shafts revolving, and machine tools cutting metals, there is no perceptible vibration. The shafting, tools, benches and general facilities for the construction of small engines and boilers are as excellent and complete as could be wished; the neatness and system might be advantageously copied in some works we know of that are much more extensive in character and range of manufacture than these. The Snyder Brothers have been successful in not only putting into the market engines and boilers of small horse power; but what is still something remarkable have established their works on one of the most frequented thoroughfares in the city. Their little giant steam engines and boilers have exceeded the expectations of a great many purchasers; their popularity is gained by their own intrinsic merits; and the advance in their proportions and details, the improvements that have been added in valves, link motions, guides, governor, feed water heating apparatus, and the general construction of the boilers, will receive special description in our columns. We have written this much from our own observation, and unsolicited by any party. We have done so because we consider the Messrs. Snyder's enterprise is commendable and meritorious, and because their improvements are of a novel and valuable description. Engineers and machinists who visit these works, and examine for themselves the care being bestowed in the construction of the little giants, cannot fail to see that they are worthy of special attention and notice.

## Buffalo and Lake Huron Railway.

The report of this company for the half-year ending June 30, 1877, which was presented at the ordinary half-yearly meeting held in Liverpool on the 5th inst., states that the balance of revenue, including the balance from the previous half-year, after providing for the payment of interest on the bonded debt, is £12,620, which will allow of a dividend of 4s. 6d. per share, free of income tax, carrying to the next half-year £657. Bonds to the amount £752,200 have been presented at the office of the company, and exchanged for the present series, leaving £10,558 yet to come in of the original issues. The report and statement of accounts was adopted, and a dividend declared of 4s. 6d. per share, free of income tax.

The Buffalo and Jamestown Railroad was sold on the 11th inst. by the Referee, George S. Wardwell, for \$1,000,000 to J. M. Richmond, W. H. H. Newman, A. Altman, John F. Moulton, and W. S. Bissell, a committee for the bondholders.

**Progress of Railroad Construction.**

The grading on the Monday Creek branch of the Columbus and Hocking Valley Railroad will be finished within a month to Ogden Furnace. Enough steel rails have been purchased to relay the track on the Straitsville branch to Nelsonville and Straitsville.

It is stated that the work of grading for the new narrow gauge railway between Philadelphia and Cape May will commence at several points about the 1st of October.

The directors of the Bedford and Bridgport (Penn.) Railroad Company have arranged to extend their road from its present terminus at Bedford and the State Line to Cumberland, Md., a distance of 6 miles. The estimated cost is \$150,000, which is to be borne by parties not connected with the road. It is to be completed by 1879.

Mr. Selah Chamberlain, President of the Cleveland, Tuscarawas Valley and Wheeling Railway company, has filed a supplemental certificate, to construct a branch road from the main line at Navarre station, Stark county, to a coal shaft west of said station one and a quarter miles.

The work of extending the Pittsburg and Castle Shannon Railroad is going forward vigorously the grading of the first fourteen miles will be completed by the close of the present month.

The lowest bidder for the construction of the Pittsburg, New Castle and Lake Erie Railroad is Valentine R. Lury, of New York. His bid was \$255,990 for the 80 miles from Pittsburg to Harmony, in Butler Co., including everything necessary to complete the roadbed and lay rails, etc.

The Laurentian Railway is completed from Montreal, Canada, north to St. Lin, 20 miles distant.

Considerable progress has been made in the construction of a railway from Wadi Halfa toward Dongola, in Northern Africa. The route, as planned, is to be 355 kilometres in length, of which about one-tenth is completed, from Wadi-Halfa to Siggya. The Nile will be bridged near Koyeh.

Street cars were run in Dundee, Scotland, for the first time on the 29th of August.

The Parkersburg and Charleston (West Va.) papers are still agitating the project of building a railroad connecting those two places.

There will be three tunnels on the Pittsburg, New Castle and Lake Erie Railroad of an aggregate length of 1,000 feet, and 15 bridges, 1,200 feet in length. It is estimated that about one thousand men will find employment for eight months from the time that work on the line commences.

The new Union Depot, at Pittsburg, erected to take the place of the one destroyed by the rioters in July, has just been thrown open to the public. It is described as being more convenient and comfortable than the old one.

The entire line of the European and North American Railway from Bangor, Me., to St. John, N. B., is now the same gauge as the Maine Central. The crew on the western extension reached Carleton, N. B., at 1 P. M. Saturday, Sept. 15th, and Superintendent Cram's force reached and completed the work in Bangor at 6.15 P. M., on the same day. The Bangor and Piscataquis narrowing was completed on Friday.

It is expected that the Foxburg, St. Petersburg and Clarion Narrow Gauge Railroad, extending from Foxburg to Clarion, Penn., 18 miles, will be

completed by the 1st of October. Mr. James Graham is Superintendent of the road.

**Machinery and Mining.**

The coal tonnage of the Philadelphia and Reading Railroad for the week ending September 15th amounted to 198,000 tons. During the same week the Schuylkill Canal carried 24,000 tons, and the Coal and Iron Company mined 97,000 tons.

It is stated that the Erie Railway Company, as soon as it can get its mines in operation, will sell coal direct to dealers, instead of the Delaware and Hudson Canal Company, as heretofore; and in case of refusal by dealers, will sell direct to consumers.

The Colorado mines yielded in 1876 nearly 300,000 tons of coal, worth about \$750,000 at the banks.

The Napa (Cal.) Register says that during the month of August 946 flasks of quicksilver were shipped by steamer to San Francisco. It all came from the Redington mine, and as each flask contained 76½ pounds of pure mercury, it foots up over 36 tons.

During the month of August Consolidated Virginia shipped bullion amounting to \$1,007,061 74; California, \$1,071,779 70.

The August bullion product of the Chollar-Potosi mine is reported as follows: Silver, \$17,320 74; gold, \$7,756 38—total, \$25,077 12.

A new silver mine has been discovered at Newburyport, Mass.

The large steam pumping engine intended for the Frankfort Water Works, Philadelphia, has been completed by Messrs. Cramp & Sons. The engine was built at the contract price of \$46,000, and has a pumping capacity of 10,000,000 gallons per day. Pumps, 21 inches in diameter and five feet stroke: double cylinder engine, cylinders 40 and 60 inches in diameter.

The mammoth sugar mill, which has been in process of manufacture for several months at Farrell's foundry at Ansonia, Conn., for a Cuban firm, was finished last month, but no vessel has yet been found large enough to transport it. This mill is the largest in the world, weighing 300 tons, and costing \$30,000 in gold. There are also being made two vacuum pans, each capable of holding 10 tons of sugar, and weighing 50 tons. Each pan requires two pneumatic engines, which are to cost \$24,000 and \$20,000 respectively, and are to be finished the last of this month.

The slipping of the wheels of locomotives is almost nothing when going up a grade, but in descending it is very great, and it increases, whether on an up or a down grade in a certain proportion to the speed. Such, at least, is the result of the observations of M. Rabeuf, of the Academy of Sciences, Paris.

The Boston Water Board have awarded the contract for supplying 48 inch pipe for a portion of the Sudbury river works to John J. Newman & Co., of Providence.

A certificate of incorporation has been filed with the Secretary of State of Ohio of the Bessemer Iron and Steel Company, with principal office located in Columbus. Capital stock \$250,000, in shares of \$100 each. Incorporators, Samuel Thomas and others.

The strike at the American Iron Works of Jones & Laughlin, Pittsburg, ended on the 18th inst.,

the men resuming work at the old wages. These works have been idle eight weeks, and by this action of the strikers in withdrawing their demands, from 1,500 to 2,000 men will resume work.

The National Tube Works Co., at McKeesport, Pa., have recently manufactured some tubes 15 inches diameter and thirty-two feet long, intended for a steamboat now being constructed at Louisville.

**Self-Propelling Street Car.**

The Pittsburg Chronicle says that a very novel piece of machinery is now being constructed at Solo, which is the embodiment of some new ideas in the problem of self propulsion for street cars, and then adds:

The car, now approaching completion at the above place, is designed to travel over Second Avenue, between Glenwood and the Birmingham Bridge. The car itself is about the size of an ordinary street car, 7 feet wide by 20 feet long including platforms. There is nothing notable in this part of the affair, but the propelling machinery certainly has the merit of novelty. It is a compound engine driven by compressed air, and communicating its power directly by gearing, to the forward wheels of the car. The latter being pivoted so that, by means of a steering device, the whole affair is guided, or turned about. The design is to run directly upon the Nicolson or asphalt pavement, after the manner of the Aveling and Porter road engine. The compressed air is not taken from reservoirs at either end of the route traversed by the car, as in the case of the New Orleans self-propelling cars, but is stored up by the engine itself while running. This is accomplished by a hot air engine acting alongside the driving engine, and pumping the air to a pressure of about 130 pounds per square inch. This engine comes from the Exeter machine works, Exeter, N. H., and is 8 horse power. It is very compact and will be placed beneath the floor of the car out of sight, not taking up more room than a couple of trunks. This engine, after some alterations have been made, will be placed in the car, and in a week, or thereabouts, this novel car is expected to make trips between the points named.

**The Alden Ore Crusher.**

A few years ago a number of engineers and railroad master mechanics visited Europe for the purpose of examining English, French and Belgian railroads, of learning the systems generally adopted by the different companies and of informing themselves of any good features that might be advantageously introduced on American railroads. We shall not soon forget the answer made by one of these gentlemen on his return to an inquiry respecting his opinions of the English railways. Said he, "There is nothing above the top of the rail worth our copying," by which was meant that the roads and rails were in admirable condition and superior to our own. Almost every writer of travels (whether the author of a dignified volume or the mere correspondent of some country newspaper), has expressed the utmost surprise that we did not have such roads in America. But within a few years the improvements that have taken place in the manufacture of steel rails, in ballasting, in drainage, and general superstructure have been very marked and we can point to some roads here which are triumphs of engineering skill. Since stones can be crushed by powerful but simple machinery, increased facilities are afforded for obtaining larger quantities of ballast, and of better quality than formerly. The machine represented here is suitable for this purpose as well as for crushing and pulverizing ore. It is known



as the Alden Ore Crusher and Pulverizer, and is new in principle, simple in construction, economical in use of power and of remarkable efficiency. It was patented by Farrelly Alden, March 17, 1874, and is constructed by Messrs. Copeland, Dodge & Co., 206 Broadway, New York.

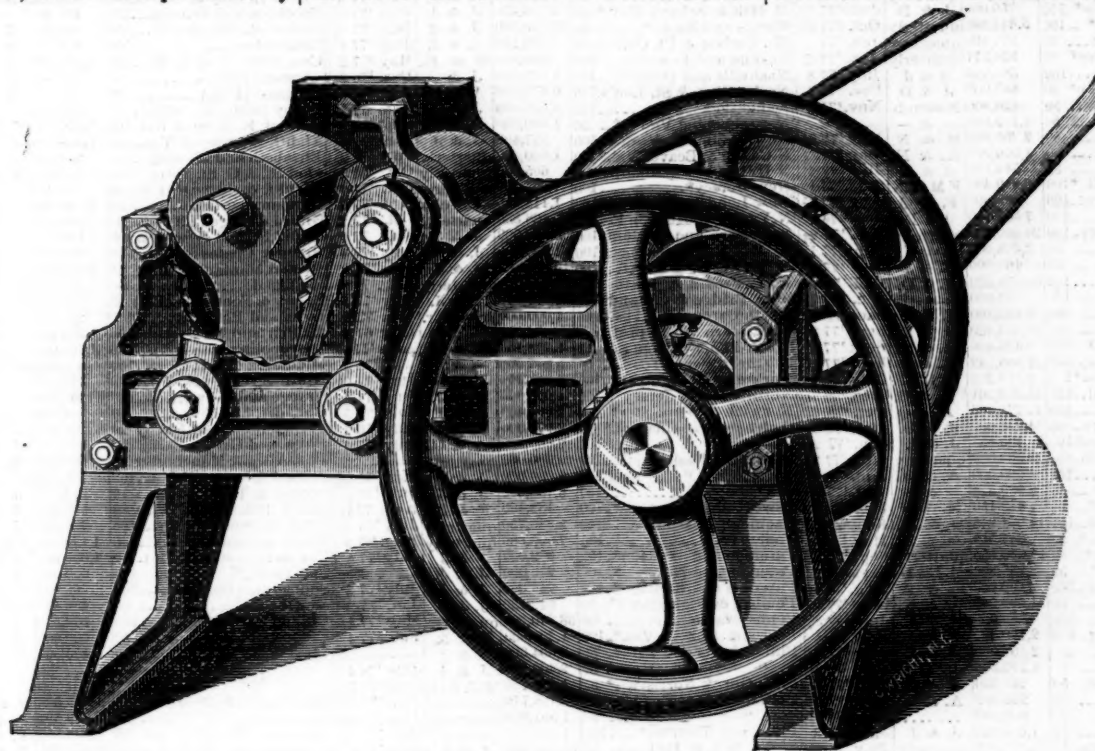
In the process of reducing ore, it fulfills the functions of the preparatory breaker, and at the same time does the work of, and therefore displaces and dispenses with very nearly, if not all, the intermediate machinery ordinarily employed and considered essential between the preparatory and the final treatment.

It is, in the most complete sense, a new invention. It works upon material in an entirely new, novel and ingenious manner on the principle of abrasion, instead of on the generally adopted principle of direct compression or impact. It breaks, crushes and pulverizes by

rasping and rubbing fragment upon fragment between the dies, and upon the horizontally corrugated steel faces thereof; the motion of the rubbing surfaces is obtained by the oscillation of the dies. They both swing at the same time, in one and the same direction and to an equal extent. At their delivering extremities they are held together (closely or otherwise, according to the character of production wanted) in such a manner that the distance apart, from face to face, is the same at all points of the stroke. We call especial attention to this peculiar principle in the Alden patent—this oscillation of the dies and the consequent continuous action of all the surfaces of both the dies, and of the fragments and particles of material upon one another. It will be seen that there is a constant change in the angles of contact of the die faces with the material, and that the ore has to submit to more or less frac-

ture with every iota of their movement. It will not, therefore, be difficult to understand how it happens that the yield of this crusher is both rapid and fine.

In all crushers hitherto invented, the utmost service which they have been capable of rendering, has been limited to the preparation of ore for reduction through rolls or under stamps. It has been customary to regard the doing of anything further by a crusher as impracticable, and so indeed it is, if the reciprocating movement of a jaw, or of two jaws even, is looked to for the accomplishment. While such motion is positive and may be definitely limited, it must be very slight; it can be effective in one direction only, as it intermits its working strokes; it can jam and bite a substance, but can produce no grinding effect; it must of necessity give exit to fragments coarser than its fine set, to the added extent of its stroke.



ALDEN ORE CRUSHER AND PULVERIZER.

The Alden Ore Crusher and Pulverizer does not begin its work where the other crushers leave off, but it begins where they begin; and carries its execution beyond them to an unapproachable extent. It will not be denied, that by it, an immense forward step has been taken and that all mining interests are to be affected by it. Simplifying as it does the business of pulverization of ores, it saves to those starting new mining enterprises great outlay for other machinery; lessens the amount of power necessary to be provided and thereby economises in fuel and water; reduces the number of employees necessary and brings what would be the wear and tear of a number of machines to a minimum cost by concentrating it upon one machine so built as to resist most successfully the encroachments of wear.

To mines already established, it is equally valuable as it will either effect an important reduction in running expenses, or with the same expenditure, work an increased tonnage of ore.

The annexed engraving is an accurate perspective drawing of an Alden crusher—(No. 7.) A section of one side is shown as broken out, in order to display the form of the dies and die

faces, to explain the method of their suspension, and to give an idea of their travel and action. It will be seen that the dies are hung upon shafts, the ends of which project through the sides of the frame and take connecting rods which at their other extremities receive the studs that jut out from the sides of a rectangular yoke. This yoke, one side of which only is shown, surrounds the free hanging ends of the dies and moves on a nearly horizontal plane, alternately pushing and pulling the dies with in it, the full distance of the stroke and imparting the rubbing effect, which is the basis of the extraordinary merit of the machine. The regulation of the set of the dies to different grades of production is effected by means of adjustable steel keys. A variety of these are furnished with each machine. Every crusher, whatever its size, has a range of from the very finest product required, to a degree of coarseness closely approaching the size of the feed. The connection between the yoke and crank is direct by way of a pitman. The crank shaft, fly wheels and pulley are common agents in the attainment of motion and do not require special mention.

Fully appreciating the fact that the die faces

of the Alden Crusher are subjected to severe duty, very particular attention is paid to their manufacture, and they are warranted not to wear away excessively in proportion to the amount of work they do.

The good features of this machine may be summed up as follows: it takes ore from the dump and breaks, crushes, and pulverizes it at one operation to any desired degree of fineness, ready for smelting, concentrating, or amalgamating. It has no lost motion; and therefore utilizes all applied power, and does its work with great dispatch. Upon receiving material it is immediately and continuously effective in reducing it. It is adjustable. Can be instantly regulated to yield any size of product required; that is to say, coarse broken, egg, nut, pea, powder, or dust. It is durable. Ample material, of best quality, is employed in the most effective manner to insure strength and endurance. Provision is made for "taking up," without machine labor, all wear that can occur. It is portable. The heaviest piece of the largest machine (receiver 14 ins. × 7 ins.) weighs 2400 pounds. The heaviest piece of the smallest machine (receiver 10 ins. × 3 ins.) weighs 587 pounds.

## RAILROAD AND CANAL DIVIDEND STATEMENT.

Showing the amount of Stock Outstanding, the Dividend Periods and the date of last Dividend.

Marked thus (*) are leased roads.	Stock out-standing	Dividend Periods.	Last Dividend Payable.	Marked thus (*) are leased roads.	Stock out-standing	Dividend Periods.	Last Dividend Payable.	Marked thus (*) are leased roads.	Stock out-standing	Dividend Periods.	Last Dividend Payable.
Albany and Susq. 100	13,500,000	J. & J.	July '77 31	Little Miami* 50	5,871,450	quarterly	Sept. '77 2	Vermont and Mass. 100	\$2,800,000	A. & O.	Apr. '77 24
Atlanta and West Point. 100	1,232,200	J. & J.	July '77 4	Little Schuylkill* 50	2,644,100	J. & J.	July '77 31	Ware River 100	750,000	J. & J.	July '77 31
Atlantic and Gulf 100	3,993,200	—	—	Long Island 50	3,000,000	M. & S.	May '78 10	Warren (N. J.) 100	1,800,000	A. & O.	Apr. '77 31
Atlantic and Gulf 100	786,476	M. & N.	Nov. '73 31	Louis, Cin. and Lex. 50	1,023,483	J. & J.	July '69 3	Warwick Valley 100	225,000	A. & O.	Apr. '72 2
Atlantic and St. Law. 100	5,000,000	M. & N.	June '77 3	— pref. 100	848,700	F. & A.	Jan. '74 4	Westchester & Phil. pref. 100	821,300	J. & J.	July '77 4
Avon, Genesee & Mt. M. 100	225,000	A. & O.	Jan. '75 —	Louisville & Nashville 100	9,003,219	F. & A.	Aug. '77 14	West Jersey 100	1,559,750	F. & A.	Aug. '77 3
Baltimore and Ohio 100	13,151,962	A. & O.	May '77 5	Louisv. N. Alb. & Chi. 100	3,000,000	J. & D.	Dec. '70 3	Winchester & Potomac* 100	180,000	J. & J.	July '77 3
Washington Br. 100	1,650,000	A. & O.	Apr. '75 5	Lowell and Andover 100	500,000	J. & F.	July '77 31	Winchester & Strasburg* 100	600,000	J. & J.	July '77 31
Berkshire 100	320,500	quarterly	Apr. '77 12	Lowell and Lawrence 100	200,000	A. & O.	Apr. '77 3	Worcester and Nashua. 75	1,789,800	J. & J.	July '76 2
Blossburg & Corning* 50	250,000	J. & O.	Dec. '72 24	Lykens Valley 100	600,000	F.M.A.N.	Aug. '75 24	HORSE-POWER R. R.			
Boston and Albany 100	20,000,000	A. & N.	May '77 4	Macon and Western 100	2,500,000	J. & J.	July '75 5	Albany City 100	110,300	—	—
Bos. Cin. & Fitchburg pref. 100	1,172,500	J. & N.	Jan. '76 3	Manchester and Law. 100	1,000,000	M. & N.	May '77 5	Baltimore City 25	1,000,000	J.A. J.O.	Oct. '77 3
Agricultural Br. guar. 100	60,000	J. & D.	June '76 3	Marletta & Cincinnati 50	1,408,912	—	—	Balt., Cal. & El. City 100	100,000	J. & J.	July '77 4
Bost. Conc. & Mont. pref. 100	800,000	M. & N.	May '77 8	— 1st pref. 50	1,130,719	M. & S.	Sep. '66 3a	Boston and Chelsea 100	110,000	A. & O.	Jan. '77 4
Boston and Lowell 100	8,200,000	J. & N.	Jan. '75 3	— 2d pref. 50	4,460,388	M. & S.	Sep. '66 3a	Broadway (Brooklyn) 100	200,000	J. & J.	Jan. '77 5
Boston and Maine 100	6,921,274	M. & N.	May '77 2	Massachusetts 100	400,000	F. & A.	Feb. '75 3	Broadw. & 7th Av. (N.Y.) 100	2,100,000	J. & D.	Jan. '76 3
Boston and Providence 100	4,000,000	M. & N.	May '77 3	Memphis & Charleston* 25	5,812,725	J. & D.	Jan. '69 3	Brooklyn City 100	1,500,000	F.M.A.N.	Aug. '77 3
Attleborough Branch 100	131,700	J. & J.	July '77 31	Michigan Central 100	18,733,204	J. & J.	Jan. '73 4a	Brooklyn City & Newt. 100	600,000	J. & J.	July '70
Bost. Revere B. & Lynn 100	30,000	quarterly	Dec. '75 2	Mill Creek & Minehill* 50	823,375	J. & J.	July '77 5	Brooklyn and Jamaica 100	488,100	—	—
Buffalo, N. Y. and Erie* 100	950,000	J. & D.	June '77 51	M. Hill & Schuyl. Hav. 50	3,856,456	J. & J.	July '77 31	Bushwick (Brooklyn) 100	802,000	J. & J.	July '71 31
Camden and Amboy* 100	5,847,800	quarterly	Oct. '77 21	Morris and Essex 50	15,000,000	J. & J.	July '77 31	Cambridge 100	824,300	A. & O.	Oct. '67 20
Camden and Atlantic* 100	377,400	quarterly	Jan. '77 2	Mt. Carbon & Pt. Carbon 50	282,350	J. & J.	July '77 6	Can. Park, N. & K. Riv. 100	1,068,400	A. & O.	Jan. '77 10
— pref. 50	835,311	quarterly	Jan. '77 2	Nashua and Lowell 100	800,000	M. & N.	May '77 2	Citizens' (Phl.) 50	500,000	J. & J.	Nov. '71 7
Camden & Burl. Co. 100	381,325	J. & J.	July '77 3	Nashville and Decatur 100	15,290,000	J. & O.	Dec. '76 3	Citizens' (Phg.) 50	200,000	M. & N.	—
Cape May and Millville 50	447,000	J. & D.	Dec. '76 8	Nash, Chat. & St. Louis 100	6,575,256	A. & O.	Apr. '77 14	Coney Island & Brooklyn 100	600,000	—	—
Catawba & Feltville 50	425,900	Novemb.	Nov. '71 6	Naugatuck 100	1,918,400	J. & J.	Jan. '77 5	D. Dock E. B'dw. & Bat. 100	1,200,000	F.M.A.N.	Aug. '75 2
Catawba 50	11,950,000	—	—	Nesquehoning Valley* 50	1,000,000	M. & S.	Sep. '77 5	Elizabethtown (N.Y.) 100	1,000,000	J. & J.	Jan. '76 6
— pref. 50	2,300,000	M. & N.	May '77 31	Newark and N. York 100	977,400	J. & J.	Jan. '75 31	Elizabeth and Newark 100	200,000	—	—
— 2d pref. 50	1,000,000	M. & N.	May '77 31	N. Castle & Beaver Val. 50	1,500,000	quarterly	July '77 24	42nd St. & G. St. Ferry 100	748,000	M. & N.	May '75 5
Cayuga and Susq. 50	889,110	J. & J.	July '77 41	N. Haven & Northamp. 100	605,000	quarterly	Oct. '74 3	Frank & Southw. (Ph.) 50	491,750	J. & J.	Jan. '76 3
Cedar Rapids & Mo. R. 100	6,860,400	F.M.A.N.	Aug. '77 1	New Jersey 100	7,295,200	quarterly	Oct. '77 24	Germantown (Ph.) 50	1,000,000	J. & J.	Jan. '77 5
— pref. 100	769,600	F. & A.	Aug. '77 31	New London Northern 100	1,418,800	quarterly	Oct. '77 2	Girard College (Ph.) 50	500,000	J. & J.	July '71 3
Central of Georgia 100	7,600,000	J. & D.	June '74 4	N.Y. Cen. & Hudson R. 100	89,428,330	quarterly	Oct. '77 2	Grand St. and Newton 100	170,000	J. & J.	July '71 2
Central of New Jersey 100	20,000,000	quarterly	Apr. '75 24	New York and Harlem 100	8,000,000	J. & J.	July '77 4	Green & Coates St. (Ph.) 50	500,000	J. & J.	July '71 1
Central Ohio 50	2,425,000	J. & J.	July '77 1	— pref. 100	1,500,000	J. & J.	July '77 6	Heston, Mantau & Fairm. 50	2,050,000	J. & J.	Jan. '76 11
— pref. 50	400,000	J. & J.	July '77 1	N. Y., N. H. & Harf. 100	15,000,000	J. & J.	July '77 6	Highland 100	290,000	M. & N.	May '77 4
Central Pacific 100	54,275,500	A. & O.	Apr. '77 48	N. Y., Provid. & Boston 100	2,500,000	quarterly	Aug. '77 24	Lomb. & South St. (Ph.) 25	105,000	A. & O.	Oct. '71 6
Chemung 100	580,000	quarterly	Jan. '77 11	Ning. Bridge & Canaan 100	1,000,000	J. & J.	July '77 3	Lynn and Boston 100	200,000	—	—
Cheshire, preferred 100	2,155,800	J. & J.	Jan. '77 1	North Carolina 100	4,000,000	irregular	Jan. '73 5	Malden and Melrose 100	200,000	—	—
Chicago and Alton 100	10,065,400	M. & S.	Sep. '77 31	N. Eastern (S.C.) pref. 100	90,000	M. & N.	May '67 4	Metropolitan (Boston) 50	1,500,000	J. & J.	July '77 4
— pref. 100	2,425,400	M. & S.	Sep. '77 31	North Pennsylvania 50	3,978,156	F. & A.	Apr. '76 3	Middlesex (Boston) 50	400,000	M. & N.	July '77 3
Chicago, Burl. & Quincy 100	27,598,442	M. & S.	Sep. '77 1	Northern Central 100	8,442,000	—	—	Ninth Avenue (N. Y.) 100	797,320	—	—
Chicago, Iowa & Nebraska 100	3,913,230	J. & J.	July '77 5	Northern N. Hampshire 100	2,088,400	J. & D.	June '77 24	Orange and Newark 100	282,555	—	—
Chi. Mil. and St. Paul 100	15,399,261	A. & O.	Oct. '76 31	Northern New Jersey 100	1,000,000	J. & J.	July '74 4	Philadelphia City 100	750,000	J. & J.	Jan. '77 3
— pref. 100	12,274,483	A. & O.	Oct. '76 31	Norwich and Worcester* 100	2,604,400	J. & J.	July '77 5	Philadelphia and Darby 20	200,000	J. & J.	July '71 3
Chicago & N. Western 100	14,994,000	J. & D.	Dec. '72 31	Ogdensburg & Champl. 100	3,077,000	J. & J.	July '76 2	Phila. and Grey's Ferry 80	284,775	J. & J.	Nov. '77 11
— pref. 100	31,456,655	J. & J.	Jan. '77 24	— pref. 100	2,000,000	A. & O.	July '77 4	Pbg. Alleg. & Manchester 50	200,000	M. & N.	Nov. '69 8
Chicago, R. I. & Pacific 100	25,000,000	quarterly	Aug. '77 2	Ohio and Mississippi 100	20,000,000	quarterly	Mar. '75 31	Second Avenue (N.Y.) 100	888,100	J.A. J.O.	Jan. '77 2
Cin. Ham. & Dayton 100	3,600,000	A. & O.	Apr. '77 4	— pref. 100	4,030,000	J. & D.	July '77 3	Second & Third St. (Ph.) 10	962,100	J. & J.	Oct. '76 3
Cin. Sand. and Clev. 50	2,980,550	—	—	Old Colony 100	6,733,900	J. & J.	Aug. '77 4	17th & 19th streets (Ph.) 50	500,000	J. & J.	July '74 2
— pref. 50	413,150	M. & N.	May '77 2	Oswego and Syracuse 100	482,400	F. & A.	Aug. '77 4	Sixth Avenue (N. Y.) 100	750,000	M. & N.	Nov. '74 5
Clev. Col. Cin. & Ind. 100	14,991,275	F. & A.	Feb. '76 3	Pacific of Missouri 100	3,635,750	quarterly	Aug. '77 3	Third Avenue (N. Y.) 100	1,170,000	F.M.A.N.	Feb. '76 24
Cleveland & Mahoning* 50	2,037,569	M. & N.	May '77 31	Panama 100	7,000,000	quarterly	Aug. '77 3	13th & 15th street (Ph.) 50	1,000,000	J. & J.	July '77 24
Cleveland & Pittsburgh 50	11,236,150	quarterly	Sep. '77 11	Paterson and Hudson 100	632,000	J. & J.	Aug. '77 3	23d street (N. Y.) 100	600,000	J. & J.	Jan. '75 4
Columbus and Xenia 50	1,786,800	M. & S.J.D.	Sep. '77 2	Paterson and Newark 100	250,000	J. & J.	July '77 3	Somerville (Boston) 100	88,600	V. & N.	May '77 8
Colum. & Hocking Val. 100	2,500,000	F. & A.	Aug. '77 48	Paterson and Ramapo 100	248,000	J. & J.	Jan. '76 3	South Boston 100	450,000	quarterly	July '77 2
Concord 100	1,500,000	M. & N.	May '77 5	Pember & Hightstown* 50	342,150	J. & J.	Jan. '76 3	Union (Boston) 100	374,800	J. & J.	July '77 2
Concord and Ports* 100	350,000	J. & J.	July '77 24	Pennsylvania 100	68,870,200	quarterly	May '77 11	Union (Phila.) 50	400,000	J. & J.	July '77 4
Conn. & Passaic p. div. 100	2,100,000	F. & A.	Feb. '75 3	Peoria & Bureau Val.* 100	1,200,000	F. & A.	Feb. '77 4	West Philadelphia 50	400,000	J. & J.	July '77 10
Connecticut Ave. 100	2,100,000	J. & J.	July '77 4	Philadelphia and Erie* 50	6,004,300	J. & J.	July '74 4	CANALS.			
Cumberland & Del. 100	1,292,960	J.A.J.O.	Apr. '77 24	— pref. 50	2,400,000	—	—	Chesapeake & Delaware 50	1,983,568	J. & D.	June '75 2
— 1st pref. 50	241,900	A. & O.	Apr. '77 4	Philadelphia & Reading 50	1,626,250	M.J.S.D.	June '77 3	Chesapeake and Ohio 25	8,229,594	—	—
— 2d pref. 50	243,000	A. & O.	Apr. '77 4	— pref. 50	32,725,775	quarterly	Jan. '78 24	Delaware Division 50	1,933,560	F. & A.	Aug. '77 4
Danbury and Newt. 100	600,000	—	—	Phila. and Trenton 100	1,259,100	quarterly	Oct. '77 24	Delaware and Hudson 100	20,000,000	F. & A.	Aug. '76 4
Delaware 100	1,230,950	J. & J.	Jan. '77 3	Phila. Wil. & Balt. 100	11,561,250	J. & J.	July '77 4	Delaware and Haritan* 100	5,847,400	quarterly	Oct. '77 24
Del. Lackaw. & Westn. 50	23,500,000	quarterly	July '76 24	Pittsb. Ft. W. & Chi. 100	14,714,285	quarterly	July '77 3	Erie of Pennsylvania 50	64,000	—	—
Detroit & Milwaukee 50	822,440	—	—	— Special Imp. 100	5,504,298	quarterly	July '77 11	Lehigh Coal & Navigt. 50	10,848,550	J.S.D.M.	Sep. '76 11
Dubuque & Sioux City 100	5,000,000	A. & O.	Apr. '77 11	Pittsfield & N. Adams 100	160,000	J. & J.	Jan. '77 21	Monongahela Navigt. 50	1,003,500	J. & J.	July '76 4
East Pennsylvania 100	1,509,204	J. & J.	July '77 3	Portland and Kennebec 100	616,700	J. & J.	Jan. '75 3	Morris (consolidated) 100	1,025,000	F. & A.	Feb. '77 2
East Mahanoy 100	392,950	J. & J.	July '77 20	Yarmouth certificates 100	202,400	A. & O.	Apr. '72 3	— (preferred) 100	1,176,000	F. & A.	Feb. '77 5
East Tenn. Va. & Ga. 100	1,968,274	A. & O.	Apr. '76 3	Portl., Saco & Portland 100	1,500,000	J. & J.	Jan. '77 4	Pennsylvania 100	4,337,950	F. & A.	—
Eastern (Mass.) 100	4,997,500	J. & J.	July '73 3	Providence & Worcester 100	2,000,000	J. & J.	Jan. '77 6	Schuyl. Nav. (common)* 50	1,908,207	F. & A.	Aug. '77 30c
Eastern (N. H.) 100	492,500	J. & J.	July '73 3	Raleigh and Gaston 100	1,500,000	J. & J.	Jan. '77 4	— (pref.) 50	2,988,977	F. & A.	Aug. '77 140c
Elmira, Jof. & Canand* 100	800,000	F. & A.	Aug. '74 24	Rensselaer & Saratoga 100	6,000,000	J. & J.	July '77 4	Susq. and Tide Water 50	2,002,746	—	—
Elmira & Williamsport* 50	800,000	M. & N.	May '77 24	Roch. & Genesee Val.* 110	655,200	—	—	Union 100	2,907,850	—	—
— pref. 50	500,000	J. & J.	July '77 31	Rome, Watert. and Ogd. 100	2,998,900	J. & J.	July '75 3	MISCELLANEOUS.			
Erie Railway 100	78,000,000	—	—	Rutland 100	2,480,600	J. & J.	—	Adams Express 100	12,000,000	quarterly	Sep. '77 2
— pref. 100	8,636,910	—	—	— pref. 100	4,168,700	F. & A.	Feb. '75 31	American Coal 25	1,500,000	M. & S.	Sep. '77 24
Erie and Pittsburgh 50	1,090,250	quarterly	May '77 11	St. Croix and Penobscot 100	100,000	J. & J.	July '71 2	American Express 100	18,000,000	J. & J.	July '77 11
Fitchburg 100	4,000,000	J. and J.	July '77 3	St. L. Alt. & T. Mante. 100	2,300,000	—	—	Calumet and Hecla Mining 100	80,000 shs	F.M.A.N.	Aug. '77 45
Georgia 100	4,000,000	J. and J.	Jan. '77 3	— pref. 100							



## RAILROAD EARNINGS—MONTHLY.

Atchison, Top. & San. Fe: January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
1875.....	68,659	78,410	104,051	112,474	107,644	104,437	113,450	152,215	147,552	199,926	178,953	1,520,359
1876.....	117,417	144,132	180,246	197,996	219,370	186,641	198,851	248,138	265,593	285,000	225,793	2,486,582
1877.....	134,564	136,350	189,130	200,681	189,915	185,731	187,142					
Central Pacific:												
1873.....	852,860	694,015	939,778	1,129,469	1,373,675	1,301,202	1,214,551	1,251,622	1,392,125	1,375,470	1,228,751	13,851,459
1874.....	848,558	804,044	882,423	1,110,623	1,311,699	1,366,615	1,286,940	1,322,557	1,371,739	1,465,515	1,381,765	13,703,334
1875.....	963,933	906,159	1,136,263	1,366,984	1,798,469	1,738,370	1,536,225	1,553,014	1,567,622	1,615,974	1,513,836	13,382,209
1876.....	994,339	1,017,204	1,184,683	1,427,035	1,757,415	1,646,270	1,541,223	1,696,154	1,871,876	1,888,066	1,675,532	14,243,317
1877.....	1,125,000	951,000	1,242,000	1,416,000	1,575,000	1,391,000	1,366,000	1,385,000				18,146,944
Canada Southern:												
1875.....	67,487	41,501	82,255	106,755	102,546	96,599	104,897	104,038	117,109	149,552	131,376	1,254,386
1876.....	123,742	141,161	165,431	168,452	123,088	111,008	115,798	148,968	158,618	156,986	124,838	1,681,348
1877.....	107,893	133,365	153,682	172,973	149,312	150,236	124,649					
Chicago and Alton:												
1873.....	347,372	396,307	420,893	409,472	430,184	475,819	540,342	596,708	560,858	564,633	410,907	5,497,541
1874.....	344,490	339,876	362,342	384,335	397,683	496,815	464,438	480,056	524,042	550,950	416,544	5,126,228
1875.....	319,928	328,219	363,627	367,956	351,004	382,233	387,445	411,960	490,283	489,019	395,779	4,656,764
1876.....	305,597	346,850	355,527	364,000	423,645	451,083	403,671	510,795	524,244	532,868	367,898	4,960,529
1877.....	338,807	333,459	346,308	338,095	321,256	362,522	310,160	483,256				
Chicago and Northwestern:												
1874.....	1,014,514	900,765	1,024,061	1,080,193	1,290,596	1,163,522	1,011,685	1,118,370	1,254,255	1,407,975	1,065,726	10,302,027
1875.....	825,469	671,784	970,064	1,024,359	1,164,459	1,052,890	1,257,892	1,098,634	1,206,806	1,409,168	1,196,333	9,333,339
1876.....	808,842	854,627	944,450	919,978	1,090,752	1,232,407	1,015,992	986,633	1,182,830	1,403,993	1,117,349	9,094,641
1877.....	721,024	714,116	804,556	858,895	930,014							12,467,544
Chicago, Mil. & St. Paul:												
1873.....	334,715	423,716	555,287	574,258	805,802	929,211	834,341	767,871	1,193,210	1,012,741	771,780	9,046,124
1874.....	654,426	657,497	576,271	742,051	964,930	896,709	749,215	704,373	798,859	862,153	694,250	8,953,017
1875.....	466,101	323,273	502,765	639,669	718,465	742,169	842,395	630,516	741,206	974,262	927,030	7,477,893
1876.....	527,546	517,112	567,644	650,961	819,562	877,693	685,270	569,775	645,831	817,259	765,230	8,054,171
1877.....	375,460	405,000	469,000	515,000	606,000	589,000	556,000	677,000				
Clev., Col., Cin. & Ind.:												
1873.....	363,921	413,043	448,924	413,443	436,459	411,260	393,806	465,503	466,796	423,893	337,804	4,887,448
1874.....	378,408	292,730	328,537	352,993	317,881	345,188	338,572	418,721	387,376	409,237	353,564	4,248,606
1875.....	277,140	255,239	301,666	304,424	303,689	285,947	291,386	306,105	383,550	364,738	367,295	3,774,217
1876.....	296,258	329,321	299,675	297,526	315,950	320,783	268,177	335,895	367,601	333,298	282,631	3,676,458
Erie:												
1872.....	1,332,994	1,294,076	1,460,174	1,548,813	1,775,324	1,463,961	1,550,023	1,525,243	1,643,464	1,743,752	1,704,374	13,921,615
1873.....	1,326,505	1,329,422	1,515,382	1,541,958	1,754,821	1,717,593	1,784,894	1,830,756	1,879,764	1,825,630	1,529,307	15,522,585
1874.....	1,455,210	1,366,511	1,430,911	1,556,922	1,646,139	1,648,938	1,545,380	1,546,175	1,605,138	1,680,196	1,447,666	12,877,551
1875.....	1,164,975	1,101,631	1,074,743	1,423,386	1,556,521	1,570,470	1,534,098	1,497,529	1,538,039			18,136,787
Hannibal & St. Joseph:												
1875.....	94,532	116,286	138,779	147,439	125,890	122,455	113,131	153,068	154,634	173,911	169,639	1,517,709
1876.....	142,963	156,111	174,335	148,573	141,289	141,426	138,087	171,361	187,575	188,976	178,401	1,588,812
1877.....	122,796	132,961	157,217	186,966	162,719	165,449	129,781					1,927,933
Illinois Central:												
1873.....	602,241	597,429	660,759	553,913	635,459	742,600	684,840	769,748	884,485	797,121	636,039	7,036,922
1874.....	583,998	517,674	561,793	586,962	672,234	692,416	627,454	711,969	758,536	838,307	668,943	6,804,435
1875.....	591,031	481,681	595,513	604,459	604,881	602,505	715,899	613,446	718,101	816,508	773,092	6,794,434
1876.....	553,574	577,702	580,004	530,269	606,134	666,125	494,529	600,179	616,292	707,988	575,306	5,328,867
1877.....	466,498	460,839		447,409		458,707						7,040,969
Lake Shore & Mich. South'n:												
1872.....	1,349,275	1,302,139	1,504,478	1,536,193	1,489,333	1,332,727	1,235,145	1,472,074	1,643,640	1,774,821	1,567,875	14,922,335
1873.....	1,445,220	1,600,933	1,774,128	1,709,880	1,663,040	1,604,448	1,446,956	1,666,914	1,791,376	1,785,186	1,433,735	15,722,693
1874.....	1,569,750	1,363,355	1,491,280	1,518,122	1,373,678	1,335,319	1,225,831	1,414,819	1,532,602	1,599,497	1,335,892	13,659,986
1875.....	1,163,564	1,037,518	1,287,841	1,275,664	1,100,142	1,055,699	1,079,808	1,178,324	1,306,826	1,392,487	1,375,955	12,800,371
1876.....	1,097,272	1,095,529	1,193,734	1,179,898	1,178,639	1,142,228	1,020,615	1,197,992	1,350,984	1,318,194	1,122,314	10,517,777
Mo., Kan. & Texas:												
1875.....	198,099	204,539	233,095	192,471	187,091	221,444	211,735	263,208	291,827	305,144	300,534	2,904,925
1876.....	256,459	254,722	245,814	214,788	212,928	233,126	224,308	294,361	324,144	335,275	324,886	2,964,466
1877.....	237,032	235,308	247,505	221,656	231,307	258,123	253,125	323,347				3,217,277
Ohio and Mississippi:												
1875.....	245,989	244,983	309,903	273,441	257,971	256,772	237,338	250,320	340,751	345,805	324,857	3,337,915
1876.....	315,021	290,832	307,360	305,113	310,908	310,210	247,646	292,597	330,111	341,679		3,426,050
Philadelphia and Reading:												
1871.....	506,367	423,045	644,506	688,578	1,063,002	1,510,088	1,213,303	1,359,633	1,418,141	1,413,643	1,423,278	8,370,080
1872.....	657,318	645,090	823,683	1,044,251	1,116,337	1,167,008	1,071,407	1,142,241	1,190,695	1,322,847	1,127,030	8,917,791
1873.....	742,041	745,100	1,258,470	1,379,009	1,308,450	1,382,096	1,321,543	1,446,247	1,547,475	1,486,091	1,324,348	10,049,136
1874.....	683,128	737,381	1,190,333	1,321,509	1,433,450	1,375,229	895,453	1,066,632	1,468,807	1,857,429	1,375,639	10,049,136
1875.....	447,172	417,644	575,740	650,270	689,193	917,514	1,555,974	1,631,339	1,656,258	1,722,954	1,438,733	14,361,121
1876.....												
St. Louis, I. Mt. & South'n:												
1873.....	145,834	152,054	224,449	207,627	254,927	216,223	200,575	223,714	244,967	238,198	209,622	2,313,448
1874.....	243,915	211,409	225,989	214,620	251,509	238,608	235,250	254,230	292,216	358,776	250,860	3,850,000
1875.....	250,790	281,911	275,910	264,560	275,147	294,631	226,241	293,957	333,776	383,604	429,765	4,976,650
1876.....	327,190	312,116	295,000	273,002	264,900	252,643	252,821	274,160	374,000	440,600	450,322	4,963,300
1877.....	377,203	352,407	350,000	281,108	304,000	304,300	292,468	362,600				
St. Louis, Kans. C. & North'n:												
1875.....	208,088	196,155	243,591	220,692	188,083	173,332	153,497	248,836	246,624	263,240	235,176	2,636,701
1876.....	246,536	282,879	271,230	234,002	237,354	228,720	216,916	255,685	290,601	328,503	282,511	3,137,371
1877.....	240,042	250,100	250,352	264,438	227,179	171,856	193,921	302,026				
Toledo, Peoria and Warsaw:												
1875.....	71,437	61,809	72,805	74,809	70,592	77,963	89,402	113,018	123,554	127,167	123,920	1,141,722
1876.....	99,208	112,261	102,737	118,043	125,209	135,928	92,749	143,544	145,028	137,978	101,075	1,120,469
1877.....	78,571	80,579	84,220	90,113	85,011	80,009	74,359	121,274				
Union Pacific:												
1869.....					797,948	706,602	623,560	617,585	753,467	999,665	837,388	

## NATIONAL AND STATE SECURITIES.

	Amounts outstand- ing.	Rate.	Payable.	WHEN PAY- ABLE.	Market Price.		Amounts outstand- ing.	Rate.	Payable.	PAY- ABLE.	Market Price.
<b>National Securities, Sept. 1, 1877.</b>											
Loan of June 14, 1868.....registered	\$260,000	5	Jan. & July.	1874	100	Massachusetts—(\$29,465,204):	650,000	5	Jan. & July.	1894	100
Loan of February 8, 1861.....registered	13,815,000	6	Jan. & July.	1880	109	.. Lunatic Hospital Loan, 1874.....	400,000	5	"	1894	112
.. .. coupon	4,600,000	6	"	1880	100	.. Harbor Land Improvement bonds, 1874	220,000	5	"	1894	107
Oregon War Bonds of March 2, 1861.....coupon	945,000	6	Jan. & July.	1881	107	.. Back Bay Land bonds, 1861 and 1862..	400,000	5	May & Nov.	1880	110
Loan of July 17, and Aug. 5, 1861.....registered	126,258,500	6	Jan. & July.	1881	109	.. Union Defense Loan, 1861.....	1,850,000	6	Jan. & July.	77-78	115
.. .. coupon	63,062,850	6	"	1881	110	.. Union Defense Loan, 1862.....	50,000	6	June and Dec.	77-78	109
Loan of Feb. 25, 1862 (5-20s).....registered	55,867,400	6	May & Nov.	1882	100	.. Coast Defense Loan, 1863.....	888,000	6	Jan. and July.	1883	111
.. .. coupon	21,132,000	6	"	1882	100	.. Bounty Fund Loan, 1863 and 1864.....	8,880,244	6	"	1884	110
Loan of March 3, 1863.....registered	55,867,400	6	Jan. & July.	1881	109	.. War Fund Loan, 1869.....	999,944	5	"	1899	100
.. .. coupon	21,132,000	6	"	1881	110	.. Troy & Greenfield R.R. & Tunnel Loan.	10,971,992	5	Various.	88-94	109
Loan of March 3, 1864 (5-20s).....registered	55,867,400	6	May & Nov.	1884	100	.. B. H. & Erie R. R. Loan.....	3,599,020	6	Jan. & July.	1900	100
.. .. coupon	21,132,000	6	"	1884	100	Michigan—(\$1,664,000):					
Loan of June 30, 1864 (5-20s).....registered	55,867,400	6	May & Nov.	1885	100	.. Renewal Loan bonds, 1858.....	105,000	6	"	1878	101
.. .. coupon	21,132,000	6	"	1885	100	.. Two Million Loan bonds, 1863.....	1,032,000	6	"	78-83	116
.. .. 2d series (5-20s).....registered	55,867,400	6	Jan. & July.	1885	108	.. War Bounty Loan bonds, 1865.....	366,000	7	May & Nov.	1890	110
.. .. coupon	21,132,000	6	"	1885	108	Minnesota—(\$2,755,000):					
.. .. 3d series (5-20s).....registered	55,867,400	6	Jan. & July.	1887	107	.. State Buildings Loan, 1867 to 1869.....	250,000	7	Jan. & July.	77-79	100
.. .. coupon	21,132,000	6	"	1887	107	.. State Buildings Loan, 1873, coupon	230,000	7	"	83-93	100
.. .. 4th series (5-20s).....registered	55,867,400	6	Jan. & July.	1888	109	.. Railroad Aid bonds, 1858, (repudiated).	2,275,000	7	"	1887	100
.. .. coupon	21,132,000	6	"	1888	109	Missouri—(\$17,539,000):					
Loan of March 3, 1864 (10-40s).....registered	55,867,400	6	Mar. & Sept.	1904	107	.. State Debt Proper, 1865 and 1868.....	439,000	6	"	81-91	106
.. .. coupon	52,211,250	6	"	1904	108	.. Consolidation bonds, 1868.....	2,727,000	6	"	1888	100
Consols of July 14, '70 & Jan. 20, '71 registered	219,372,206	6	F. M. A. & N.	1881	107	.. Funding Bonds, 1874.....	1,100,000	6	"	94-95	106
.. .. coupon	289,068,650	6	"	1881	107	.. Railroad Aid bonds, 1853-66.....	15,868,000	6	"	79-87	100
Funded Loan of 1891.....registered	72,411,350	4	M. J. S. & D.	1891	105	.. State Institution bonds, 1872 to 1874.....	505,000	6	"	92-94	105
.. .. coupon	19,757,650	4	"	1891	105	Nevada—(\$160,000):					
Debt matured and without interest.....(var.)	14,000,000	3	"	Due	100	.. Bonds funding floating debt, 1871.....	160,000	10	Mar. & Sept.	1881	100
Navy Pension Fund of July 23, 1868.....(cur.)	64,625,512	3	Jan. & July.	95-99	121	New Hampshire—(\$3,519,100):					
Pacific R. R. Bonds (registered).....(currency)	355,040, 96	nd	"	"	"	.. War Loan Bonds, of 1861.....	213,000	6	Jan. & July.	77-78	102
United States Notes.....(currency)	19,172,114	nd	"	"	"	.. War Loan Bonds, of 1864.....	600,000	6	Mar. & Sept.	84-89	108
Fractional Currency.....		nd	"	"	"	.. State bonds, 1873.....	500,000	6	Jan. & July.	70-80	103
						.. Equalization (Municipal) bonds, 1872..	2,206,100	6	"	92-95	113
<b>State Securities, latest dates.</b>											
<b>Alabama—(\$21,070,810):</b>											
.. Bonds (old), extended.....	2,582,800	5	May & Nov.	88-92	39	New Jersey—(\$2,496,300):					
.. Bonds (new), 1866, '68, '72 and '73.....	2,512,700	8	Jan. & July.	86-93	39	.. War Loan (tax free) bonds, 1861.....	1,000,000	6	"	76-84	108
.. Bonds (new), 1874.....	841,000	7	"	1894	100	.. War Loan (tax free) bonds, 1863.....	800,000	6	"	86-96	100
.. R. R. Loans (\$2,300,000) & endorsements.	15,051,000	8	"	90-91	20	.. War Loan bonds, 1864.....	593,400	6	"	97-99	100
<b>Arkansas—(\$12,735,086):</b>											
.. Bonds (Funding), 1869 and 1870.....	3,050,000	6	Jan. & July.	1869	18	New York—(\$29,776,787):					
.. Levee bonds (warrants), 1871.....	1,460,000	7	"	1900	100	.. Bounty Loan bonds, coupon.....	1,057,000	7	"	1877	101
.. Deficiency Bonds, 1872.....	300,000	7	"	1882	100	.. Bounty Loan bonds, registered.....	14,865,000	7	"	1877	101
.. Bonds (for \$2,500,000), 1875.....	2,500,000	7	"	1895	100	.. State (Deficiency) Stock, '88, part at will.	889,781	6	J. A. J. & O.	1878	106
.. Railroad Aid bonds, 1869 and 1870.....	5,800,000	7	April & Oct.	1900	24	.. Canal Stock (old).....	890,000	6	June & Dec.	1877	102
<b>California—(\$3,398,600):</b>											
.. Civil (S. F.) bonds, 1867 and 1869.....	75,500	7	Jan. & July.	77-80	100	.. Canal Stock, 1872.....	1,662,200	6	Jan. & July.	1887	120
.. Relief Fund bonds, 1863.....	95,500	7	"	1883	100	.. Canal Stock, 1873.....	847,500	6	"	1883	115
.. State Capitol bonds, 1870 to 1872.....	500,000	7	"	1885	100	.. Canal Stock, 1873.....	4,302,600	6	"	1891	119
.. Funding bonds, 1873.....	2,801,000	6	"	1893	100	.. Canal Stock, 1874.....	2,000,000	6	April & Oct.	1892	112
<b>Connecticut—(\$5,014,000):</b>											
.. War Loan bonds (10-20 yrs), 1861.....	508,900	6	Jan. & July.	1881	100	<b>North Carolina—(\$28,419,045):</b>					
.. War Loan bonds (20 yrs), 1863 and '64.....	2,195,500	6	"	83-84	110	.. Railroad and Improvement (old) bonds.	4,738,800	6	Jan. & July.	75-98	18
.. War Loan bonds (10-30 yrs), 1864.....	568,500	6	April & Oct.	1894	100	.. Railroad and Improvement (old) bonds.	3,636,400	6	April & Oct.	75-98	181
.. War Loan bonds (20 yrs), tax free, 1865.	1,741,100	6	"	1885	100	.. Railroad and Improvement (new) bonds.	2,383,500	6	Jan. & July.	75-98	7
<b>Delaware—(\$1,331,000):</b>											
.. State bonds to railroads, etc.....	1,231,000	6	Jan. & July.	1885	100	.. Railroad and Improvement (new) bonds.	1,695,500	6	April & Oct.	75-8	7
<b>District of Columbia—(\$12,750,000):</b>											
.. Improvement (gold) bonds, 1872.....	4,000,000	6	Jan. & July.	1892	100	.. Funding (new) bonds, 1866.....	2,417,400	6	Jan. & July.	1900	8
.. Improvement (cur.) bonds, 1873.....	790,000	7	"	1893	100	.. Funding (new) bonds, 1868.....	1,711,400	6	April & Oct.	1898	8
.. Funding bonds, 1874, (guar. by U. S.).....	13,743,250	3.5	Feb. & Aug.	1924	75	.. Special Tax bonds.....	11,407,000	6	"	98-99	1
<b>Florida—(\$4,431,787):</b>											
.. State bonds, 1871.....	250,000	6	Jan. & July.	1891	100	Ohio—(\$7,988,205):					
.. Consolidated (gold) bonds of 1873.....	809,200	6	"	1903	100	.. Loan (sinking fund), 1850.....	11,865	6	Jan. & July.	1875	100
.. Loan (J. P. & M. B. R. R.) gold bonds, 1870	4,000,000	8	"	1890	100	.. Loan (sinking fund), 1860.....	4,082,810	6	"	1881	105
<b>Georgia—(\$10,645,400):</b>											
.. Bonds, act Feb. 27, 1856.....	900,000	6	Feb. & Aug.	78-86	98	.. Loan (sinking fund), 1850.....	2,400,000	6	"	1880	109
.. Bonds, act March 12, 1866.....	3,600, 00	7	Jan. & July.	1886	107	Oregon—(\$246,027):					
.. Bonds (gold), act Sept. 15, 1870.....	2,098,000	7	J. A. J. & O.	1889	107	.. Bounty and Relief bonds.....	4,027	7	"	75-84	100
.. Bonds, act Jan. 1, 1872.....	307,500	7	May & Nov.	1892	100	.. Willamette Canal and Lock bonds, 1870	200,000	7	"	1890	100
.. Bonds, act Feb. 19, 1873.....	800,000	6	April & Oct.	78-86	100	<b>Pennsylvania—(\$24,568,635):</b>					
.. Bonds, act Feb. 24, 1878.....	542,400	7	Jan. & July.	1896	100	.. Inclined Plane Loan, of 1849.....	400,000	6	April & Oct.	1879	104
.. Bonds, act Feb. 19, 1877.....	2,298,000	6	May & Nov.	1889	100	.. Loan of April 1862, reg. and coup.....	395,000	6	Jan. & July.	1882	101
<b>Illinois—(\$1,689,045):</b>											
.. Interest bonds, 1847.....	940,445	6	Jan. & July.	1878	100	.. Loans, May '62 & Apr. '62, reg. & coup.	3,618,500	6	Feb. & Aug.	77-78	102
.. Refunded Stock bonds, 1859.....	320,000	6	"	var.	101	.. Loan.....	87,000	4	"	1882	100
.. Chicago Relief bonds, 1871.....	250,000	6	May & Nov.	1881	100	.. Stock Loan of Feb. 2, 1867, 2d series.....	3,000,000	6	"	1877	102
<b>Indiana—(\$910,000):</b>											
.. Temporary Loan bonds, 1873.....	910,000	7	April & Oct.	1876	100	.. Stock Loan of Feb. 2, 1867, 3d series.....	9,956,800	6	"	1882	110
<b>Iowa—(\$443,600):</b>											
.. War and Defense bonds, 1861.....	300,000	7	Jan. & July.	1881	100	.. Agricultural College Land Scrip, 1872..	500,000	6	April & Oct.	1876	100
.. Funding &c. bonds 1863 to 1864.....	101,175	6	Jan. & July.	83-84	100	<b>Rhode Island—(\$2,638,000):</b>					
.. Bonds (various) 1866 to 1869.....	859,000	7	"	76-99	100	.. War Loan bonds of 1862.....	1,019,000	6	Mar. & Sept.	1882	106
.. Military loan bonds, 1864 to 1869.....	246,000	7	"	84-99	100	.. War Loan bonds of 1863 and 1864.....	1,619,000	6	Various.	93-94	100
<b>Louisiana—(\$21,009,100):</b>											
.. Treasury Relief bonds, 1863.....	755,000	6	Jan. & July.	1893	52	<b>South Carolina—(\$14,537,295):</b>					
.. Levee bonds, 1866.....	1,000,000	8	Various.	1886	52	.. State House Stock, 1856 to 1861.....	944,918	6	Jan. & July.	77-80	40
.. Levee bonds, 1867.....	3,992,000	6	May & Nov.	1907	52	.. State House bonds, 1863 and 1864.....cur.	287,000	6	"	71-80	100
.. Levee bonds, 1870.....	2,966,000	8	Mar. & Sept.	1875	52	.. Blue Ridge R. R. bonds, 1864.....cur.	867,000	6	"	75-79	100
.. Funding (coupon) bonds, 1868.....	722,100	6	Jan. & July.	86-88	52	.. Funding Stock and bonds, 1866.....	884,113	6	"	87-97	32
.. Funded (floating debt) bonds, 1870.....	2,821,000	6	May & Nov.	1910	52	.. Funding and Conversion bonds, 1868-69	3,764,850	6	J. A. J. & O.	1882	40
.. Penitentiary bonds, 1869.....	497,000	7	Mar. & Sept.	1909	52	.. Land Commission bonds, 1869 and 1870.	281,000	6	Jan. & July.	1889	40
.. Miss. & Mex. Gulf Ship Canal bonds, '69	389,000	7.3	"	1899	52	.. Fire Loan Stock of 1833.....	292,641	6	J. A. J. & O.	1868	32
.. Railroad Aid (various) bonds.....	2,335,000	6	Various.	72-96	100	.. Relief (Treasury) bonds, 1860.....	618,000	7	Jan. & July.	1888	32
.. Railroad Loan (var.) bonds, 1869 to 1871.	4,750,000	8	Various.	99-11	100	.. Consolidated bonds, 1873, reg. and coup.	1,391,084	6	"	1893	32
.. Consolidated Funding bonds, 1874.....	961,884	7	Jan. & July.	1914	82	.. Railroad bond endorsements.....	4,707,968	var	Various.	var.	var.
<b>Maryland—(\$11,095,019):</b>											
.. Bonds to R. R. and Canals.....	5,604,129	5	J. A. J. & O.	1890	97	Tennessee—(\$47,185,617):					
.. Bonds to R. R. and Canals.....	889,838	6	"	1890	00	.. State Bonds (direct).....	2,641,000	6	April & Oct.	30 yrs	42
.. Defense and Bounty bonds 1864 to 1868.	3,833,588	6	Jan. & July.	88-89	112	.. Railroad, &c., Loan bonds.....	28,530,000	6	Jan. & July.	30 yrs	42
.. State Loan bonds, 1870 and 1874.....	908,471	6	"	86-89	100	.. Funding bonds, 1866 and 1868.....	7,141,000	6	"	97-99	42
<b>Massachusetts—(\$29,465,204):</b>											
.. Civil (var.) bonds, 1867 to 1861.....	171,000	6	Various.	75-78	105	.. Funding bonds, 1873, coupon and reg..	6,222,000	6	"	1914	42



## AMERICAN RAILROAD BOND LIST.

Asterisk (\*) affixed to rate of Interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Adirondack:							Blue Ridge, (S. Car.):	\$					
1st Mortgage.....	940,000	7	Jan. & July.	New York.	1886	....	1st Mort., guar. by State (gold) ..	4,000,000	7*	Jan. & July.	Charleston.	1898	....
Alabama and Chattanooga:							Boston and Albany:						
1st Mortgage, guar. by Ala.....	5,200,000	8*	Jan. & July.	New York.	1889	....	Currency bonds of Feb. 1, 1872..	5,000,000	7	Feb. and Aug.	Boston.	'91-'92	1107
2d Mortgage.....	2,673,000	8	"	"	1889	....	Loan of 1875.....	2,000,000	6	Jan. & July.	"	1895	1061
Receiver's Bonds.....	1,200,000	7	"	"	....	....	Boston, Clinton and Fitchburg:						
Alabama and Georgia:							1st Mortgage (Agricultural Br.).....	400,000	6	Jan. & July.	Boston.	1884	85
1st Mortgage, guar. by Ala. & Ga.	16,000pm	8	Jan. & July.	New York.	1891	....	1st Mortgage (Equalization).....	300,000	7	"	"	1889	92
Alabama Central:							1st Mortgage (Consolidation).....	252,000	7	"	"	1890	96
1st Mortgage.....	1,600,000	8	Jan. & July.	New York.	1901	....	Equipment Mortgage.....	870,000	8	Apr. and Oct.	"	1881	90
Albany and Susquehanna:							Boston, Concord and Montreal:						
1st Mortgage.....	1,000,000	7	Jan. & July.	New York.	1888	102	Sinking Fund Mortgage.....	624,000	6	Jan. and July.	Boston.	1889	92
2d Mortgage.....	2,000,000	7	Apr. & Oct.	"	1885	98	Consol. Mortgage for \$2,000,000.	1,241,000	7	Apr. and Oct.	Boston.	1893	100
3d Mortgage.....	434,000	7	May & Nov.	"	1881	90	Boston, Hartford and Erie:						
Albany Loan.....	933,000	6	"	"	1895	....	1st Mortgage (old).....	272,000	7	Mar. and Sept.	Boston.	1884	....
Alexandria and Fredericksburg:							1st Mortgage (Berdell).....	15,000,000	7	Jan. and July.	New York.	1900	131
1st Mortgage.....	1,000,000	7	June & Dec.	Philadelphia.	1896	....	1st Mortgage, guar. by Erie.....	5,000,000	7*	"	"	1900	13
Allegheny Valley:							Mass. L. (ascr'd by \$4,000,000 Ber.)	3,600,000	7*	"	Boston.	1899	....
General Mortgage.....	3,967,000	7.3	Jan. & July.	New York.	1896	1061	Boston and Lowell:						
Special Mortgage to Penn.....	3,500,000	5	January.	Harrisburg.	1900	93	Bonds (Wharf Purchase).....	200,000	6	Apr. and Oct.	Boston.	1879	101
1st M., E. Ext., guar. by Pa. R.R.	9,938,000	7	Apr. & Oct.	Phil. or Lond.	1900	39	Bonds of 1872 for \$1,000,000.....	999,500	7	"	"	1892	107
Funding Income (traffic guar.)	6,403,900	7	"	Pittsburg.	1894	....	Bonds of 1875.....	500,000	7	Mar. and Sept.	"	1895	....
American Central:							Bonds of 1876.....	161,000	6	Jan. and July.	"	1896	....
1st Mort., guar. by C., B. & Q.	386,000	7	Jan. & July.	New York.	1878	1014	Boston and Maine:						
Androscoggin:							Bonds of 1893 (coup. and reg.).....	3,200,500	7	Jan. and July.	Boston.	'93-'94	1114
1st Mortgage (Bath Loan).....	425,000	6	Jan. & July.	Bath, Me.	1891	....	Boston and New York Air Line:						
Arkansas Central (narrow gauge):							1st mortgage.....	500,000	7	Feb. and Aug.	New York.	1895	100
1st Mortgage.....	1,200,000	7*	Jan. & July.	Lond. or Ams.	1891	....	Boston and Providence:						
Ashtabula, Youngstown & Pitts.							Bonds to purchase P., W. & B. R.R.	500,000	7	Jan. and July.	Boston.	1893	1084
1st Mortgage.....	1,500,000	7*	Apr. & Oct.	New York.	1901	....	Brunswick and Albany:						
2d Mortgage, Income.....	406,000	7	Jan. and July.	Pittsburg.	1904	....	1st Mort. (gold) end. by Ga. tax fr.	3,430,000	6*	Apr. and Oct.	New York.	1908	....
Atchison and Nebraska:							2d Mort. sinking fund gold.....	2,350,000	7*	"	"	1893	....
1st Mortgage.....	3,750,000	8	March & Sept.	Boston.	1896	....	Buffalo, Bradford and Pittsburg:						
Atchison, Topeka and Santa Fe:							General Mortgage.....	680,000	7	Jan. & July.	New York.	1896	....
1st Mortgage (gold).....	7,041,000	7*	Jan. & July.	New York.	1899	881	Buffalo, Corry and Pittsburg:						
Land Gra. t. mortgage (gold).....	3,369,000	7*	Apr. & Oct.	Boston.	1900	804	1st Mortgage.....	700,000	7	Jan. and July.	New York.	1886	....
1st Mort. (Wichita Br.) traf. guar.	412,000	7*	Jan. & July.	"	1902	....	Buffalo and Erie:						
Pottawatomie Land Grant.....	479,000	7	May & Nov.	N. Y. or Bos.	1879	821	Mort. bonds (ass'd by LS&MS).....	300,000	7	Jan. and July.	New York.	1882	....
Consol. Second Mort. (gold).....	3,294,000	7*	Apr. & Oct.	"	1903	102	Mort. bonds ( " " ).....	300,000	7	March & Sept.	"	1886	....
Land Income bonds.....	478,000	12	Jan. & July.	Boston.	....	....	Mort. bonds ( " " ).....	2,550,000	7	Apr. and Oct.	"	1898	108
Atlanta and Richmond Air Line.							Buffalo and Jamestown:						
1st Mortgage (guar. by Georgia).	4,248,000	8	Jan. & July.	New York.	1900	50	Mortgage.....	1,000,000	6*	.....	New York.	1902	....
Atlantic and Great Western:							Buffalo, New York and Erie:						
1st Mortgage (gold).....	14,922,200	7*	Jan. & July.	N. Y. or Lond.	1902	....	1st Mortgage Renewal Bonds.....	2,380,000	7	June & Dec.	New York.	1916	1061
2d Mortgage (gold).....	10,173,679	7*	March & Sept.	"	1902	....	Buffalo, New York & Phila.:						
3d Mortgage (gold) Income.....	28,783,000	7*	May & Nov.	"	1902	....	1st Mortgage.....	2,290,000	6*	Jan. & July.	New York.	1896	941
Atlantic and Gulf:							2d Mortgage for \$1,000,000.....	281,500	10	"	"	1893	....
Consolidated 1st Mortgage.....	2,310,200	7	Jan. & July.	New York.	1887	38	Burlington, Cedar Rapids & Nor.						
1st Mortgage (S. Ga. & Fla. R.R.)	464,000	7	May & Nov.	"	1888	....	1st Mortgage, etc., skg. fund.....	5,400,000	7*	May & Nov.	N. Y. & Lond.	1919	60
2d Mortgage (S. Ga. & Fla. R.R.)	200,000	7	"	"	1889	....	1st Mort., (gold) Mil. Div.....	2,200,000	7*	Feb. and Aug.	"	1902	....
Atlantic and Lake Erie:							Burlington and Missouri River:						
1st Mort. (gold) for \$5,000,000.....		7*	Jan. & July.	New York.	1901	....	Land and R. R. Mortgage.....	4,038,250	7	Apr. & Oct.	N. Y. & Bos.	1893	110
Atlantic, Miss. and Ohio (428 m.):							Stock Bonds pref. 3d lien.....	298,500	8	Jan. & July.	Boston.	1878	....
1st Mortgage for \$15,000,000.....	5,470,000	7*	Apr. & Oct.	New York.	1901	....	Stock (common) Bonds.....	289,800	8	Apr. & Oct.	N. Y. & Bos.	1879	106
2d Mort. to State (no int. till '80).	4,000,000	....	.....	"	....	....	Stock (common) Bonds.....	280,000	8	Jan. & July.	"	1894	1064
Atlantic and Pacific:							Stock (common) Bonds.....	401,000	8	"	"	1889	....
Land Mortgage gold bonds.....	2,829,000	6*	Jan. & July.	New York.	1888	....	Burlington and Mo. Riv. in Neb.:						
2d Mortgage for \$3,000,000 (gold)	2,015,500	6*	May & Nov.	"	1891	....	1st Mortgage convertible.....	5,715,000	8	Jan. & July.	N. Y. & Bos.	1894	106
1st Mort. (So. Pac. R.R.) assumed	7,188,500	6*	Jan. & July.	"	1888	61	Bonds convertible until 1892.....	600,000	8	"	Boston.	1888	96
1st Mort. (Central Div.) gold.....	1,190,000	6*	May & Nov.	"	1891	....	Burlington and Southwestern:						
1st Mort. (Central Div.) L. G.....	794,000	6*	.....	"	1901	....	1st Mortgage (\$20.00 per mile).	1,800,000	8	May & Nov.	Boston.	1891	....
Equipment Bonds.....	753,000	10	June & Dec.	"	1883	....	Cairo and Fulton (Arkansas):						
Income Bonds (for funding).....	529,600	6*	"	"	1883	....	1st Mort. (R. R. and lands) S.F.	8,000,000	7*	Jan. & July.	New York.	1891	....
Land Debentures.....	600,000	10	J. A. J. & O.	"	1884	....	Cairo and St. Louis (3 ft. gauge):						
Atlantic and St. Lawrence:							1st Mortgage.....	2,500,000	7	Apr. & Oct.	New York.	1901	....
Sterling bonds (not Mort.) of 1853.	484,000	6*	May & Nov.	L. "	1878	....	Cairo and Vincennes:						
2d Mortgage (sterling) of 1864.....	1,500,000	6*	Apr. & Oct.	"	1884	....	1st Mortgage, gold.....	3,500,000	7*	Apr. & Oct.	N. Y. & Lond.	1909	....
3d Mortgage (sterling) of 1871.....	719,000	6*	May & Nov.	"	1891	....	2d Mortgage.....	1,800,000	7*	Jan. & July.	"	1898	....
Portland City Bonds, 1st M., S. F.	787,000	6	"	Portland.	1886	....	California Pacific:						
Bald Eagle Valley:							1st Mortgage, sinking fund.....	2,250,000	7*	Jan. & July.	New York.	1889	....
1st Mortgage.....	354,000	6	Jan. & July.	Philadelphia.	1881	....	Extension, or 2d Mortgage.....	3,500,000	7*	"	"	1889	....
2d Mortgage.....	100,000	7	"	"	1884	....	2d Income, or double track b'ds	1,600,000	6*	Jan. & July.	.....	1891	....
Baltimore and Ohio:							Camden and Amboy:						
Loan of 1850-'80.....	679,500	6	Jan. & July.	Baltimore.	1880	1024	Loan of 1883.....	1,700,000	6	Feb. & Aug.	Philadelphia.	1883	103
Loan of 1853-'80.....	1,710,000	6	Apr. & Oct.	"	1885	107	Loan of 1889.....	868,000	6	June & Dec.	Princeton.	1889	1024
Loan of 1855-'90 (Balt.) skg fd.....	3,253,028	6	Jan. & July.	"	1890	....	Mortgage Loan of 1889.....	5,000,000	6	May & Nov.	Philadelphia.	1889	111
Loan of 1870-'95 (etc.) skg fund.	3,348,956	6*	March & Sept.	Lond.	1895	....	Sterling Loan, S. F. (\$262,000).	1,286,080	6*	Feb. & Aug.	Lond.	1880	....
Loan of 1872-1902 (etc.) S. F.....	9,198,852	6*	"	"	1902	....	Camden and Atlantic:						
Loan of 1874-1910 (etc.) S. F.....	9,576,000	6*	May & Nov.	"	1910	....	1st Mortgage.....	490,000	7*	Jan. & July.	Philadelphia.	1883	113
Baltimore and Potomac:							2d Mortgage.....	500,000	7	Apr. & Oct.	"	1879	96
1st Mort. (tunnel) gold guar.....	1,500,000	6*	Jan. & July.	Baltimore.	1911	....	Camden and Burlington County:						
1st Mortgage (R. R.) gold guar.....	3,000,000	6*	Apr. & Oct.	"	1911	....	Consolidated 1st Mortgage.....	350,000	6	Feb. & Aug.	Philadelphia.	1897	104
Bangor and Piscataquis:							Canada Southern:						
1st Mortgage (Bangor loan).....	800,000	6	Apr. & Oct.	Boston.	1890	....	1st Mort. (skg fd) g'd for \$9,000,000	9,000,000	7*	Jan. & July.	New York.	1906	871
1st Mort. (Bangor loan) extens'n	120,000	7	"	"	1901	....	Cape May and Millville:						
Bay City and East Saginaw:							2d Mort., guar. by W. Jersey R.R.	400,000	7	Apr. & Oct.	Camden.	....	95
1st Mort., guar. by F. & P. Mrq. Co.	100,000	10	Jan. & July.	Detroit.	1886	....	Carbondale and Shawneetown:						

## AMERICAN RAILROAD BOND LIST.

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Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Cedar Rapids & Mo. Riv. (C. & N.W.):							Chicago, Iowa and Nebraska:						
1st Mortgage, 1st Div. \$10,000 p.m.	675,000	7	Feb. & Aug.	New York.	1891	101	2d Mort. (now 1st) guar. C. & N.W.	588,240	7	Jan. & July.	Boston.	1880	102
1st Mortgage 2d Div. \$10,000 p.m.	582,000	7	" " "	" " "	1894	99	8d Mort. (now 2d) guar. C. & N.W.	211,500	7	Feb. & Aug.	New York.	1892	....
1st Mortgage 3d Div. \$16,000 p. m.	2,400,000	7	May & Nov.	" " "	1916	100	Chicago and Lake Huron:						
Central Branch Union Pacific:							1st Mort. 1st series (Peninsular.)	1,800,000	7	May and Nov.	N.Y. or Lond.	1899	....
1st Mort. (Atch. & Pike's Peak):	1,600,000	6	May & Nov.	New York.	1895	49	1st Mort. 2d series ( " )	2,000,000	7	" " "	" " "	1900	....
2d Mortgage Governm't ac'dy.	1,600,000	6	Jan. & July.	" " "	1895	....	1st M. (Port Huron & L. Mich.)	1,800,000	7	" " "	New York.	1899	....
Central of Georgia:							2d Mortgage (Peninsular.)	540,000	7	Feb. and Aug.	" " "	1881	....
General Mort. for \$5,000,000....	2,222,000	7	Jan. & July.	N.Y. & Savan.	1893	....	Consolidated Mortgage.....	12,000,000	6	" " "	" " "	1905	....
Macon & West. (Atlanta D.) b'ds	117,000	7	April & Oct.	Savannah.	1880	....	Chicago and Milwaukee Railway:						
Central of Iowa:							1st Mort. guar. by C. and N.W.	1,700,000	7	Jan. & July.	New York.	1898	108
1st Mortgage, gold, \$16,000 p.m.	3,700,000	7	Jan. & July.	New York.	1899	32	Chicago and Mich. Lake Shore:						
2d Mortgage, gold, \$4,000 p. m.	925,000	7	April & Oct.	" " "	1901	....	1st Mortgage.....	477,000	8	March & Sept.	Boston.	1889	....
Central of L. I. (Flush., N.C. & O.):							1st Mortgage.....	5,500,000	8	Jan. & July.	" " "	1890	....
1st Mortgage.....	1,275,000	7	May & Nov.	New York.	1889	....	1st Mortgage.....	1,350,000	8	May & Nov.	" " "	1891	....
Central of New Jersey:							1st Mortgage (on Branch).....	1,325,000	8	March & Sept.	" " "	1892	....
Convertible bonds of 1872.....	4,400,000	7	May & Nov.	New York.	1902	64	Chicago, Milwaukee and St. Paul:						
1st Mort. (New York) for \$5,000,000....	5,000,000	7	Feb. & Aug.	" " "	1890	100	1st Mort. (La Crosse Division.)	6,000,000	7	Jan. & July.	New York.	1893	103
Newark Branch Bonds.....	600,000	7	Jan. & July.	" " "	1887	....	1st Mort. (Chic. and Mil. Div.)	2,500,000	7	Jan. & July.	" " "	1903	99
Loan of Lehigh & Nav. Co. (as'd)	2,310,000	6	J. A. J. & O.	Philadelphia.	1897	....	1st Mort. (East. Div. Palmer.)	2,500	8	May & Nov.	" " "	1874	....
Consol. Mort. for \$25,000,000.....	15,000,000	7	" " "	New York.	1899	69	1st Mort. (Iowa and Minn. Div.)	3,810,000	7	Jan. & July.	" " "	1897	92
Central Ohio (B. and O.):							1st Mort. (Minnesota Central.)	190,000	7	" " "	" " "	1894	....
1st Mortgage guaranteed.....	2,500,000	6	March & Sept.	Baltimore.	1890	101	1st Mort. (St. Paul Division.)	4,000,000	7	" " "	" " "	1902	100
Central Pacific of California:							1st Mort. (Iowa and Dak. Div.)	745,000	7	" " "	" " "	1899	84
1st Mort., 30 years bonds, (gold)	25,883,000	6	Jan. & July.	New York.	'95-'98	105	1st Mort. (Prairie du Chien Div.)	3,674,000	8	Feb. & Aug.	" " "	1898	114
Convertible 20 years bonds, gold	1,483,000	7	" " "	" " "	1883	103	2d Mort. ( " )	1,315,000	7.3	" " "	" " "	1898	97
State Aid B'ds (Int. by State) gold	1,500,000	7	" " "	Sacramento.	1884	108	1st Mort. (Hast. and Dak. Div.)	234,000	7	Jan. & July.	" " "	1902	90
2d Mort. (Governm't Subsidy)	27,865,880	6	" " "	U.S. Treasury.	'95-'99	....	1st Mort. (Mil. and Western)...	224,000	7	Jan. & July.	" " "	1891	....
1st Mort. (Western Pacific) gold	2,735,000	6	" " "	New York.	1899	100	2d Mortgage.....	675,000	7	April & Oct.	" " "	1884	91
1st Mort. (Calif. & Oregon) gold	8,000,000	6	" " "	" " "	'83-'92	87	Equipment and Bridge Bonds....	219,000	10	June & Dec.	" " "	1883	....
1st Mort. (S. Fr., Okla. & Ala.)...	500,000	8	" " "	" " "	1890	....	Consol. Mort. for \$35,000,000....	5,710,000	7	Jan. & July.	" " "	1905	89
1st Mort. (San Joaquin V.D.) gold	6,050,000	6	April & Oct.	" " "	1900	85	Chicago and Northwestern:						
Land bonds (Cen. Pac. Co.) gold	9,276,000	6	" " "	" " "	1890	93	Preferred sinking fund (193 m.)	1,236,500	7	Feb. & Aug.	New York.	1885	106
Central Vermont:							General 1st Mortgage (193 m.)...	3,558,400	7	" " "	" " "	1885	105
1st Mort., Consol. (Vt. Central).	3,000,000	7	May & Nov.	Boston.	1886	10	Funded coupons (193 m.).....	729,800	7	May & Nov.	" " "	1883	164
2d Mort., Consol. ( " )	1,500,000	7	June & Dec.	" " "	1891	2	Appleton Ext. (23 m. & 76,000 ac.)	139,000	7	Feb. & Aug.	" " "	1885	100
1st Mort. (Stam., Sheff. and Ch.)	500,000	7	Jan. & July.	" " "	1887	39	Green Bay Ext. (26m & 76,000 a.)	251,000	7	" " "	" " "	1885	101
Income and Extension Bonds....	1,008,600	8	May & Nov.	" " "	1902	38	1st Mort. (Gal. & Chi. U.) 248 m.	1,691,000	7	" " "	" " "	1882	107
Equipment Mort. (Vt. Central)	1,000,000	8	" " "	" " "	'76-'77	40	Elgin and State Line.....	19,500	6	Jan. & July.	" " "	1878	....
Equipment Mort. ( " )	1,000,000	8	" " "	" " "	1889	39	Mississippi River Bridge.....	181,000	7	" " "	" " "	1884	....
Bonds, guar. (Vt. and Canada)	1,000,000	8	Jan. & July.	" " "	1891	36	1st Mortgage (Peninsula).....	285,000	7	March & Sept.	" " "	1898	....
Missisquoi R.R. ( " )	500,000	7	" " "	" " "	1891	....	Consol. skz fund (C. & N.W.R'y)	4,455,000	7	F. M. A. & N.	" " "	1915	107
Cent. Vt. (Vt. & Can. Mort.) b'ds	3,000,000	6	March & Sept.	" " "	1904	....	General Consol. Gold Bonds....	11,345,000	7	June & Dec.	" " "	1902	91
Christie and Savannah:							1st Mort. S. F. (Madison Exten.)	3,150,000	7	April & Oct.	" " "	1911	....
1st Mortgage guar. by State.....	505,000	6	March & Sept.	Charleston.	1877	....	1st Mort. S. F. (Menominee Ext.)	2,700,000	7	June & Dec.	" " "	1911	....
Funded Interest on 1st Mort.....	187,400	7	" " "	" " "	1889	....	1st Mort. (Chic. & Mil. R.W.) guar	1,700,000	7	Jan. & July.	" " "	1898	108
Charlotte, Columbia & Augusta:							1st Mort. (Bel. & Mad. R.R.) guar.	271,000	7	" " "	" " "	1888	....
1st Mortgage.....	2,000,000	7	Jan. & July.	New York.	1895	76	Chicago and Paducah (C. B. & Q.):						
Charters:							1st Mortgage \$26,000 p. m. gold.	2,304,000	7	Jan. & July.	Boston.	1903	....
1st Mort., guar. by Penna.....	500,000	7	April & Oct.	Philadelphia.	1901	....	Chl. Pekin & Southw. (C.B. & Q.):						
Chester and Darlington:							1st Mortgage for \$10,000 per mile	700,000	8	Feb. & Aug.	New York.	1901	....
1st Mortgage dated Jan. 1, 1871.	141,000	8	April & Oct.	Charleston.	1888	....	Chicago, Rock Island and Pacific:						
2d Mortgage dated Jan. 1, 1869.	75,000	7	Jan. & July.	" " "	1888	....	1st Mortgage skz fund.....	5,000,000	7	Jan. & July.	New York.	1896	109
Cherry Valley, Sharon and Alb.							Branch Bonds Sinking Fund.....	1,000,000	6	Feb. & Aug.	" " "	1895	104
1st Mort. con guar. by A. & S. Co.	306,000	7	June & Dec.	New York.	1899	....	New mort. bonds for \$12,500,000	4,000,000	6	Jan. & July.	" " "	1917	105
Chesapeake and Ohio:							Chl. & Southw. (C.R.I. & Pac.):						
1st M. (gold) skz fd for \$15,000,000.	15,000,000	6	May & Nov.	New York.	1899	25	1st Mort. gold, tax free, guar.....	5,000,000	7	May & Nov.	New York.	1889	....
1st Mort. Extension (con. or reg)	5,428,000	7	Jan. & July.	" " "	1902	....	1st Mortgage gold (Atchison Br.)	1,000,000	7	June & Dec.	" " "	1901	....
1st Mort. (Va. Cen.) guar. by Va.	100,000	6	" " "	" " "	1880	....	Chicago and Superior:						
2d Mort. ( " ) coupon.....	902,000	6	" " "	" " "	1884	....	1st Mortgage gold (Madison Br.)	600,000	7	April & Oct.	New York.	1900	....
Income ( " ) coupon.....	300,000	8	" " "	" " "	1876	....	Chillicothe and Brunswick:						
Funded Interest, coupon.....	160,500	8	" " "	" " "	1877	....	1st Mort., guar. by St. L., K.C. & N.	500,000	8	Jan. & July.	New York.	1894	....
Cheshire:							Cincinnati, and Baltimore:						
Coupon bonds (no Mort.).....	813,700	6	Jan. & July.	Boston.	'77-'96	98	1st Mort. guar. by B. & O. & M. & C.	322,000	7	Jan. & July.	Baltimore.	1900	95
Chester Creek (Phil. & Balt. Cent.):							Cincinnati, Hamilton and Dayton:						
1st Mort., guar. by P.W. & B.	185,000	6	Jan. & July.	Philadelphia.	1903	....	1st Mortgage of 1863.....	1,243,000	7	May & Nov.	New York.	1880	....
Chester and Tamaroa:							2d Mortgage of 1865.....	496,000	7	Jan. & July.	" " "	1885	....
1st Mortgage.....	680,000	7	May & Nov.	New York.	1901	....	Consol. S. F. M. for \$3,000,000..	996,000	7	April & Oct.	" " "	1905	....
Chicago and Alton:							Cincinnati, Ham. & Ind. (C. H. & D.):						
1st Mortgage, pref. sinking fund.	25,000	7	May & Nov.	New York.	1877	107	1st Mort., guar. for \$2,500,000....	1,846,000	7	Jan. and July.	New York.	1903	102
1st Mortgage.....	2,400,000	7	Jan. & July.	" " "	1893	117	Cincinnati, Lafayette and Chi.:						
2d Mortgage Income.....	1,100,000	7	April & Oct.	" " "	1883	107	1st Mortgage.....	1,120,000	7	March & Sept.	New York.	1901	84
Consol. Bonds (\$200 stg. each).	4,379,550	6	Jan. & July.	London.	1903	....	Consolidated Mortgage.....	471,000	7	June & Dec.	" " "	1914	....
1st Mort. (St. L. & C.) assumed	564,000	7	April & Oct.	New York.	1894	107	Cincinnati and Martinsville:						
2d Mort. ( " )	188,000	7	Jan. & July.	" " "	1898	....	1st Mort., guar. by I. C. & L. F.	400,000	7	Feb. & Aug.	New York.	1905	....
1st Mort. (Louisiana and Mo.)	4,300,000	7	Feb. & Aug.	" " "	1900	86	Cincinnati & Muskingum Valley:						
Chicago, Burlington and Quincy:							1st Mortgage.....	1,500,000	7	Jan. and July.	New York.	1901	....
Trust Mortgage skz fund.....	3,570,000	8	Jan. & July.	New York.	1883	114	Cincinnati, Richmond & Chicago:						
Trust Mortgage skz fund conve.	156,000	8	" " "	" " "	1888	....	1st Mortgage guar. by C. H. & D.	560,000	7	Jan. and July.	New York.	1895	....
Trust Mortgage (Burl. to Peoria)	667,000	7	April & Oct.	" " "	1890	....	2d Mortgage " " "	65,000	7	" " "	" " "	1889	....
Loan of 1872.....	1,918,475	7	Jan. & July.	Boston.	1896	102	Cinc. Rich. & Ft. Wayne (G.R. & L.):	<					



## AMERICAN RAILROAD BOND LIST.

Asterisk (\*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Cleveland and Pittsburg (Pa.Co.):							Detroit & Bay City (Mich. Cent.):						
Construction and Equip. bonds.	600,000	7	Jan. and July	New York.	1913	104	1st Mort. (\$424,000 guar.).....	2,330,000	8	May and Nov.	New York.	1902	70
4th (now 3d) Mortgage guar.....	1,096,000	6	" "	" "	1892	104	Detroit, Kew River and Illinois:						
Consol. sinking fund guar.....	1,487,000	7	May & Nov.	" "	1906	108	1st Mortgage for \$22,000 p.m.....	1,826,000	8	Jan. & July.	New York.	1891	....
Clev., Painesville & Ashtabula:							Detroit, Hillsdale and Indiana:						
Regist'd b'ds(ass'd by LS&MS).	1,000,000	7	Jan. & July.	New York.	1880	1044	1st Mort. \$16,000 p. m. guar.....	1,170,000	8	June & Dec.	New York.	1890	....
3d Mortgage ( " )	1,000,000	7	April & Oct.	" "	1892	108	2d Mortgage, (coupon) guar.....	300,000	8	Jan. & July.	" "	1881	....
Cleveland and Toledo:							Detroit, Lansing and Lake Mich.:						
1st Mort., s.f.(ass'd by LS&MS).	1,595,000	7	Jan. & July.	New York.	1885	1084	1st Mortgage.....	3,219,000	8	April & Oct.	Boston.	1896	....
2d Mortgage ( " )	849,000	7	April & Oct.	" "	1888	1064	1st Mortgage (on Branches).....	675,000	8	June & Dec.	" "	1897	....
Colebrookdale:							2d Mortgage.....	1,359,000	8	Feb. & Aug.	" "	1893	44
1st Mort. guar. by Ph. and Rdg.	584,700	6	June & Dec.	Philadelphia.	1898	50	1st Mort. (Ionia and Lansing)....	770,000	8	Jan. & July.	New York.	1889	....
Colorado Central (3 ft. gauge):							2d Mort. ( " )	81,000	8	May & Nov.	" "	1880	....
1st Mortgage.....	225,000	8*	June & Dec.	Boston.	1890	....	Detroit & Milwaukee (Gt. W. of Ca.):						
Columbus, Chicago & Ind. Cent.:							1st Mortgage, (D. & M.R.).....	2,600,000	7	May & Nov.	New York.	1875	....
1st Mortgage Consol. skg fund....	15,344,750	7	April & Oct.	New York.	1908	374	2d Mortgage ( " )	1,000,000	8	" "	" "	1875	....
2d Mortgage skg fund.....	5,592,400	7	Feb. & Aug.	" "	1909	10	1st Funded Coup. (D. & M.R.R.)....	625,924	7	Jan. & July.	" "	1875	....
Income convertible.....	3,893,000	7	" "	" "	1890	....	2d Funded Coup. ( " )	375,754	7	May & Nov.	" "	1875	....
1st Mort. (Chic. and Gt. Eastern)	461,000	7	April & Oct.	" "	1893-95	....	1st Mort. (Detr. & Pontiac R.R.)....	150,000	7	April & Oct.	" "	1878	....
2d Mort. ( " )	344,400	7	Jan. & July.	" "	1890	....	2d Mort. ( " )	100,000	7	Jan. & July.	" "	1878	....
1st Mort. (Cin. and Chl. Air-L.)	194,100	7	Feb. & Aug.	" "	1890	....	3d Mort. ( " )	250,000	8	Feb. & Aug.	" "	1886	....
1st M., s.f. ( " )	39,650	7	May & Nov.	" "	1896	....	Bonds of Sept. 1, 1866.....	110,000	7	March & Sept.	" "	1888	....
1st Mort. (Col. and Ind. Cent.)	2,632,000	7	Jan. & July.	" "	1904	....	Bonds of June 30, 1866.....	1,702,317	647	Jan. & July.	" "	1886	....
2d Mort. ( " )	821,000	10	May & Nov.	" "	1904	....	Detroit, Mon. & Tol. (L.S.H. & M.S.):						
1st M. (Col. & Ind.) 1st & 2d pref.	309,500	7	Jan. & July.	" "	1883	....	1st Mortgage Aug. 1, 1856.....	924,000	7	Feb. & Aug.	New York.	1906	109
2d Mortgage (Ind. Central).....	666,500	7	" "	" "	1882	....	Dixon, Peoria and Hannibal:						
1st Mort. (Tol., Logansport & Bur.)	554,500	7	Feb. & Aug.	" "	1884	....	1st Mort., guar. by C., B. and Q.	563,506	8	Jan. & July.	New York.	1889	101
Income ( " )	74,024	7	" "	" "	1906	....	Dubuque and Sioux City:						
1st Mort. (Union & Logansport)	815,000	7	April & Oct.	" "	1906	....	1st Mortgage tax free.....	882,000	7	Jan. & July.	New York.	1883	105
Columbus, Springfield and Cin.:							Dubuque Southwestern:						
1st M.(assumed by Cin., S. & C.)	1,000,000	7	March & Sept.	New York.	1901	....	1st Mortgage.....	450,000	7	April & Oct.	New York.	1883	....
Columbus and Hocking Valley:							1st Mortgage, preferred.....	78,586	7	Jan. & July.	" "	1883	....
1st Mortgage skg fund.....	1,500,000	7	April & Oct.	New York.	1897	....	Dunkirk, Allegheny Val. & Pittsb.						
1st M. on Branch (& 2d on main)	200,000	7	Jan. & July.	" "	1880	....	1st Mortgage (gold).....	1,200,000	7*	June & Dec.	New York.	1900	....
General Mortgage.....	634,000	7	" "	" "	1892	....	Dutchess and Columbia:						
Columbus and Xenia:							1st Mortgage Jan. 1, 1868.....	1,500,000	7	Jan. & July.	New York.	1908	....
1st Mortgage, guar. by L.M.R.R.	302,000	7	March & Sept.	New York.	1890	....	East Alabama and Cincinnati:						
Connecticut and Passumpsic Riv.:							1st Mort. endorsed by Alabama.	400,000	8	Jan. & July.	" "	1890	....
New Mortgage for \$1,500,000....	1,186,500	7	April & Oct.	Boston.	1893	103	East Brandywine & Waynesboro:						
Coupon Notes.....	123,000	7	June & Dec.	" "	1881	97	1st Mortgage guar. by Pa. R.R.:	140,000	7	Jan. & July.	Philadelphia.	1885	....
1st Mort. (Massawippi) guar. gold	400,000	6*	Jan. & July.	" "	1889	83	East Pennsylvania (Ph. & Rdg.):						
Connecticut River:							1st Mortgage, guaranteed.....	495,900	7	March & Sept.	Philadelphia.	1888	104
1st Mortgage skg fund.....	250,000	6	March & Sept.	Boston.	1878	....	East Tennessee, Virginia & Ga.:						
Connecticut Valley:							1st Mort., skg fund for \$3,500,000	2,999,000	7	Jan. & July.	New York.	1900	90
1st Mortgage.....	1,000,000	7	Jan. & July.	New York.	1901	....	2d Mortgage.....	190,000	4	" "	" "	1887	....
Connecticut Western:							Endorsed Bonds (East T. & Va.)	147,000	6	May & Nov.	" "	1885	....
1st Mortgage tax free.....	3,000,000	7	Jan. & July.	N. Y. & Bost.	1900	....	Endorsed Bonds (East T. & Ga.)	92,000	6	Jan. and July.	" "	1886	....
Connecting (Philadelphia):							Company Bonds (E.T. & Ga., old)	635,000	6	" "	" "	1880-85	....
1st Mort. ABCD & E \$200,000 each	991,000	6	March & Sept.	Philadelphia.	1,2,3,4	102	Company Bonds ( " new)	135,400	6	" "	" "	1876	....
Cooperstown and Susq. Valley:							Eastern (Mass.):						
1st Mortgage.....	100,000	7	March & Sept.	New York.	1889	....	1st Mort. (Essex R.R.) assumed.	194,400	6	March & Sept.	Boston.	1896	....
Cowanesque Valley:							Loan of 1867.....	7	7	" "	" "	1887	....
1st Mortgage, gold.....	95,000	7*	Jan. & July.	New York.	1902	....	Loan of 1868.....	7	6	" "	" "	1888-89	....
2d Mortgage.....	100,000	7	May & Nov.	" "	1882	....	Loan of 1869.....	7	6	May & Nov.	" "	1889	....
Cumberland & Penn. (Consol. Coal):							Ten year coupon notes.....	7	7	" "	" "	1882	....
1st Mortgage.....	803,500	6	March & Sept.	New York.	1891	....	Sinking Fund Bonds.....	7	7	May & Nov.	" "	1884	....
2d Mortgage, sinking fund.....	648,000	6	May & Nov.	" "	1888	....	Sterling Sink. Fd. Bonds.....	3,049,200	6*	March & Sept.	London.	1893	....
Cumberland Valley:							Certif. of Indeb. Sept. 1, 1876	12,545,000	34*	" "	Boston.	1906	504
1st Mortgage.....	161,000	8	April & Oct.	Philadelphia.	1904	....	Eastern Shore (Md.):						
2d Mortgage.....	109,500	8	" "	" "	1908	....	1st Mortgage.....	400,000	6	Jan. & July.	Philadelphia.	1880	....
Plain bonds.....	81,800	6	" "	" "	1884	....	2d Mortgage.....	200,000	6	April & Oct.	" "	1886	....
Danbury and Norwalk:							Elizabethtown and Paducah:						
Mortgage Bonds of 1870.....	100,000	7	Jan. & July.	New York.	1880	....	1st Mortgage, convertible.....	3,000,000	8	March & Sept.	New York.	1890	....
Mortgage Bonds of 1870.....	200,000	7	" "	" "	1890	....	Elmira and Williamsport (N. Cen.):						
Mortgage Bonds of 1872.....	200,000	7	" "	" "	1892	....	1st Mortgage guaranteed.....	1,000,000	7	Jan. & July.	Philadelphia.	1880	1014
Danv., Hazleton & Wilkesbarre:							Income Mortgage guaranteed ..	570,000	5	April & Oct.	" "	1892	90
1st Mortgage.....	1,400,000	7	April & Oct.	Philadelphia.	1887	40	Erie Railway:						
2d Mortgage.....	300,000	7	" "	" "	1885	....	1st Mortgage, extended.....	2,483,000	7	May & Nov.	New York.	1897	115
Danv., Urb., Bloomington & Pekin:							2d Mortgage.....	2,174,000	7	March & Sept.	" "	1879	1021
1st Mortgage.....	2,000,000	7*	April & Oct.	New York.	1909	....	3d Mortgage.....	4,852,000	7	" "	" "	1883	124
Davenport and St. Paul:							4th Mortgage convertible.....	2,937,000	7	April & Oct.	" "	1880	103
1st Mort. gold skg fd \$20,000 p.m.	3,000,000	7*	April & Oct.	New York.	1911	....	5th Mortgage convertible.....	709,500	7	June and Dec.	" "	1889	1024
Dayton and Michigan (C.H. & D.):							Buffalo Branch, 1st mortgage....	182,600	7	Jan. & July.	" "	1891	....
1st Mortgage sinking fund guar.	1,846,000	7	Jan. & July.	New York.	1881	....	Sterling loan (\$1,000,000) conv.	4,457,714	6*	March & Sept.	London.	1875	....
2d Mortgage, guar.....	426,000	7	March & Sept.	" "	1884	....	1st Consol. Mort. for \$30,000,000.	12,076,000	7*	" "	N.Y. & London.	1920	....
3d Mortgage, guar.....	351,000	7	April & Oct.	" "	1888	....	2a Consol. Mort. for \$40,000,000.	14,400,000	7*	June and Dec.	London.	1894	....
Toledo Depot bonds guar.....	105,500	7	March & Sept.	" "	1886-94	....	Convertible bonds.....	10,000,000	7*	J. A. J. and O.	London.	1903	....
Dayton and Union:							Erie and Pittsburg (Penn.):						
1st Mortgage, registered.....	140,000	7	March & Sept.	New York.	1879	....	1st Mortgage.....	292,200	7	Jan. & July.	New York.	1882	....
2d Mortgage.....	135,000	7	June & Dec.	" "	1879	....	2d Mortgage.....	92,800	7	April & Oct.	" "	1890	....
Income Bonds.....	252,446	6	" "	" "	1879	....	Consolidated Mortgage.....	2,192,000	7	Jan. & July.	" "	1898	....
Dayton and Western (L. M. R.R.):							Equipment Mortgage.....	750,000	7	April & Oct.	" "	1890	....
1st Mortgage (assumed).....	142,000	7	March & Sept.	New York.	1881	....	European & N. American (Mca.):						
2d Mortgage ( " )	495,000	647	Jan. & July.	" "	1905	....	Bangor City Bonds (1st m. 55 m.)	1,000,000	6*	Jan. & July.	N.Y. & Lond.	1894	....
Decatur, Sullivan and Mattoon:							1st L.M. (& 1st on 50, & 2d on 55m)	2,000,000	6*	March & Sept.	" "	1899	....
1st Mortgage.....	500,000	8	March & Sept.	New York.	1901	....	New Mortgage for \$6,						

## AMERICAN RAILROAD BOND LIST.

An Asterisk (\*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Florida:							Huntingdon and Broad Top Mt.:						
1st Mortgage conv. gold.....	2,300,000	7*	Jan. & July.	N. Y. & Lond.	1889	....	1st Mortgage gold.....	416,000	7*	April & Oct.	Philadelphia	1890	107 1/2
Flushing, North Shore and Cent.:							2d Mortgage.....	267,500	7*	Feb. & Aug.	"	1895	106 1/2
1st Mort. (Flush'g and N. Side.)	800,000	7	May & Nov.	New York.	1889	....	Consolidated Mortgage.....	1,383,000	7	April & Oct.	"	1895	63 1/2
2d Mort. ( " )	400,000	7	"	"	1900	....	<b>Illinois Central:</b>						
1st Mort. (Central of L. L.).....	1,000,000	7	Mar. & Sept.	"	1902	....	Redemption bonds, currency.....	2,500,000	8	April & Oct.	New York.	1890	..
1st Mort. (Cent. R. R. Exten.)..	200,000	7	May and Nov.	"	1903	....	General Mortgage for \$15,000,000	5,500,000	6*	"	London.	1895	..
1st Mort. (North Shore).....	149,000	7	Feb. & Aug.	"	1885	....	Sterling Bonds, Sinking Fund..	4,598,000	5*	"	"	1903	..
1st Mort. (Whitestone & W.)..	93,000	7	Jan. & July.	"	1893	....	Illinois Grand Trunk (C. B. & Q.)						
1st Mort. (N. Y. & Flushing)...	25,000	7	Mar. & Sept.	"	1890	....	1st Mortgage guaranteed.....	900,500	8	April & Oct.	Boston.	1890	109 1/2
<b>Fonda, Johnston &amp; Gloversville:</b>							Indiana and Illinois Central:						
1st Mortgage.....	300,000	7	Jan. & July.	New York.	1890	....	1st Mortgage gold.....	3,500,000	7*	Jan. & July.	New York.	1901	....
<b>Fort Wayne, Jackson &amp; Saginaw:</b>							Indiana North and South:						
1st Mortgage, traffic guarantee...	1,500,000	8	Jan. & July.	New York.	1889	42 1/2	1st Mort. (Nor. Div.) \$22,000 p.m.	1,700,000	7*	March & Sept.	New York.	1903	..
2d Mortgage (Equipment).....	500,000	8	April & Oct.	"	1881	....	Indianapolis, Bloomington & West:						
<b>Fort Wayne, Muncie &amp; Cin.:</b>							1st Mortgage gold.....	5,000,000	7*	April & Oct.	New York.	1909	15 1/2
1st Mortgage.....	1,800,000	7*	April & Oct.	Boston.	1899	....	1st Mortgage Extension gold...	5,500,000	7*	Jan. & July.	"	1912	..
2d Mortgage.....	500,000	8	"	"	1893	....	2d Mortgage.....	1,500,000	8	"	"	1890	2
<b>Framingham and Lowell:</b>							Indianapolis and Madison:						
1st Mortgage.....	500,000	7	April & Oct.	Boston.	1890	80	1st Mort. assumed by J. M. & L.	397,000	7	May & Nov.	New York.	1881	....
2d Mortgage.....	100,000	8	"	"	1883	89	Indianapolis & Vincennes:						
<b>Frederick and Pennsylvania Line:</b>							1st Mortgage guar. by Pa. R. R.	1,700,000	7	Feb. & Aug.	New York.	1908	....
1st Mortgage gold.....	150,000	6*	April & Oct.	Baltimore.	1901	....	2d Mortgage guar. by Pa. R. R.	1,450,000	6	May & Nov.	"	1900	....
<b>Fremont, Wilkorn &amp; Mo. (S.C. &amp; P.):</b>							International and Gr. Northern:						
1st Mortgage.....	690,000	7	April & Oct.	.....	1901	....	1st Mortgage a.s. (Intern. R. R.)	3,040,000	7*	April & Oct.	New York.	1911	67 1/2
<b>Galena &amp; Ohio Union (C. &amp; N. W.):</b>							Convertible B'ds ( " )	1,473,000	8	Feb. & Aug.	"	1892	..
1st Mortgage.....	1,092,000	7	Feb. & Aug.	New York.	1882	105	1st Mortgage (Hous. & Gt. N. R.R.)	4,211,000	7	Jan. & July.	"	1900	74 1/2
<b>Galv., Harrisburg &amp; San Antonio:</b>							Convert. B'ds ( " )	1,677,000	8	Feb. & Aug.	"	1892	....
1st Mortgage.....	1,700,000	6*	Feb. & Aug.	Lond. or Bost.	1910	....	Indianapolis, Cin. and Lafayette:						
<b>Galveston, Houston &amp; Henderson:</b>							1st Mortgage of 1867.....	2,800,000	7	Feb. & Aug.	New York.	1897	....
1st Mortgage.....	1,493,000	7*	Jan. & July.	New York.	1890	82 1/2	1st Mortgage of 1869.....	2,000,000	7	June & Dec.	"	1899	....
<b>Geneva, Ithaca and Athens:</b>							Funded Interest Bonds, coupon.	469,100	7	March & Sept.	"	1878-'83	..
1st Mortgage, skg. fd., guar. ...	600,000	7*	Jan. and July.	New York.	1890	....	Equipment Bonds, registered....	375,000	10	"	"	1883	86 1/2
<b>Georgia (and Banking):</b>							1st Mort. (Ind'polis & Cin.) 1858.	1,600,000	7	April & Oct.	"	1888	..
Company bonds (debentures)...	830,000	7	Jan. & July.	Augusta	1875-'90	....	1st Mort. (Cin. & Indiana)....	49,000	7	June & Dec.	"	1892	..
<b>Utman, Clinton &amp; Springfield:</b>							2d Mort. ( " ) guar.	1,497,000	7	Jan. & July.	"	1877-'82	....
1st Mortgage gold.....	2,000,000	7*	March & Sept.	N. Y. & Lond.	1900	....	Indianapolis and St. Louis:						
2d Mortgage gold.....	1,000,000	8*	Jan. & July.	"	1892	....	1st Mortgage.....						
<b>Goshen and Deckertown (Erie):</b>							1st Mortgage.....	2,000,000	7	Jan. & July.	New York.	1919	....
1st Mortgage.....	246,500	7	Jan. & July.	New York.	1888	....	2d Mortgage.....						
<b>Grand Rapids &amp; Indiana:</b>							1st Mortgage.....						
1st Mortgage L. G. guar. gold...	4,000,000	7*	Jan. & July.	New York.	1899	85	2d Mortgage.....	1,000,000	7	April & Oct.	"	1900	....
1st Mort. L. G. not guar. gold...	3,224,000	7*	April & Oct.	"	1899	....	Equipment Mortgage.....	378,000	10	Jan. & July.	"	1881	81 1/2
<b>Grand River Valley (Mich. C.):</b>							<b>Ionian and Lansing (D. L. &amp; L. M.):</b>						
1st Mort., assumed by Lessee...	1,000,000	8	Jan. & July.	New York.	1886	94 1/2	1st Mortgage traffic guar.....	770,000	8	Jan. & July.	New York.	1890	....
2d Mortgage, guar. by Lessee...	500,000	8	March & Sept.	"	1879	85	2d Mortgage.....	81,000	8	May & Nov.	"	1886	....
<b>Grand Trunk (Can.):</b>							<b>Iowa Falls and Sioux City:</b>						
Equipment Bonds \$500,000.....	2,500,000	6*	April & Oct.	London.	1877	....	1st Mortgage.....	2,980,000	7	April & Oct.	New York.	1917	80 1/2
Equipmt. Bonds No. 2 \$500,000	2,500,000	6*	Jan. & July.	"	1920	....	<b>Iowa Midland (C. &amp; N. W.):</b>						
Postal & Military b'ds \$1,200,000	6,000,000	6*	Feb. & Aug.	"	Perp.	....	1st Mort., \$18,000 p.m., guar....	1,350,000	8	April & Oct.	New York.	1900	94 1/2
1st Preference Bonds \$3,218,149	16,090,745	6*	Jan. & July.	"	Irred.	....	<b>Ironton (Penn.):</b>						
2d Preference Bonds \$2,327,808	11,639,040	4*	"	"	"	....	1st Mortgage.....	100,000	7	May & Nov.	Philadelphia.	1875	....
3d Preference Bonds \$1,163,910	5,819,550	4*	"	"	"	....	<b>Ithaca and Athens (Penn.):</b>						
Provincial Debenture \$3,111,500	15,557,500	....		Ottawa.	....	....	1st Mortgage gold, skg fund....	600,000	7*	Jan. & July.	New York.	1890	103 1/2
<b>Great Western of Canada:</b>							Jackson, Lansing & Saginaw (MO):						
Mortgage Bonds \$127,000.....	635,000	6	Jan. & July.	London.	1876	..	1st Mortgage guar.....	1,317,000	8	Jan. & July.	New York.	1885	90 1/2
Mortgage Bonds \$547,000.....	2,736,000	5 1/2	April & Oct.	"	1877-'78	..	1st Mort. (Northern Ext.) guar.	810,000	8	May & Nov.	"	1890	....
New Bonds \$1,000,000.....	5,000,000	6	June & Dec.	"	1890	....	2d Mortgage guar.....	188,000	8	March & Sept.	"	1878	....
Debenture Bonds \$1,743,160...	8,715,800	6	Jan. & July.	"	Perp.	....	Consolidated Mortgage (236 m.)	1,968,000	8	"	"	1891	51 1/2
<b>Great Western Railway of 1859:</b>							<b>Jacksonville, North West &amp; S. East:</b>						
1st Mort., ass'd by T. W. & W.	2,500,000	7	Feb. & Aug.	New York.	1888	111	1st Mortgage.....	610,000	7*	Jan. & July.	New York.	1902	....
2d Mort. " " " " " "	2,500,000	7	May & Nov.	"	1893	72 1/2	<b>Jacksonville, Pensac. and Mobile:</b>						
<b>Green Bay and Minnesota:</b>							1st Mortgage.....	472,000	7	Jan. & July.	New York.	1880	....
1st Mortgage.....	2,400,000	7*	Feb. & Aug.	.....	1900	....	2d Mortgage.....	3,000,000	8	"	"	1899	....
<b>Greenville and Columbia:</b>							<b>Jamestown &amp; Frank. (L.S. &amp; M. So.):</b>						
1st Mortgage guar. by S. Car....	1,428,548	7	Jan. & July.	Columbia.	1881-'86	....	1st Mortgage guaranteed.....	433,000	7	Jan. & July.	New York.	1897	..
1st Mortgage not guaranteed....	379,766	7	"	"	1881-'86	....	2d Mortgage guaranteed.....	500,000	7	June & Dec.	"	1894	....
<b>Greenwich and Johnsonville:</b>							<b>Jefferson (Erie):</b>						
1st Mortgage.....	185,000	7	May & Nov.	New York.	1889	....	1st Mort. (Hawley Section)....	204,000	7	Jan. & July.	New York.	1887	80 1/2
<b>Gulf, Western Texas and Pacific:</b>							2d Mort. ( " )	84,000	7	"	"	1889	....
1st Mortgage (Construction)...	1,386,000	7*	Jan. & July.	.....	1902	....	1st Mort. (Carbondale Section)...	2,000,000	7	"	"	1889	....
<b>Hannibal and Naples (T. W. &amp; W.):</b>							<b>Jeffersonville, Madison &amp; Indian:</b>						
1st Mortgage.....	675,000	7	May & Nov.	New York.	1898	83	1st Mortgage consol.....	2,474,000	7	April & Oct.	New York.	1906	....
2d Mortgage.....	225,000	7	Jan. & July.	"	1890	....	2d Mortgage consol.....	2,000,000	7	Jan. & July.	"	1910	....
<b>Hannibal &amp; Cent. Mo. (T. W. &amp; W.):</b>							1st Mortgage (Ind. & Mad.) guar.	397,000	7	May & Nov.	"	1881	....
1st Mortgage, tax free.....	1,000,000	7	May & Nov.	New York.	1890	85	<b>Jersey City and Albany:</b>						
2d Mortgage.....	250,000	7	"	"	1892	75	1st Mortgage.....	250,000	7*	Jan. & July.	New York.	1913	....
<b>Hannibal and St. Joseph:</b>							1st Mortgage (Ridgefield Park).	300,000	7	May & Nov.	"	1912	..
Missouri State Loan.....	1,500,000	6	Jan. & July.	New York.	1877-'94	106	<b>Joliet and Chicago (O. &amp; Alton):</b>						
Missouri State Loan.....	1,500,000	6	"	"	1877-'88	106	1st Mortgage skg fund guar....	336,000	8	Jan. & July.	New York.	1882	108 1/2
Fifteen years' bonds (277 m.)...	4,000,000	6	March & Sept.	"	1885	87 1/2	<b>Junction, Philadelphia:</b>						
1st Mort. (Q. & Palm R.R. 15 m.)	500,000	8	Feb. & Aug.	"	1892	..	1st Mortgage, guaranteed.....	500,000	6	Jan. & July.	Philadelphia.	1882	101 1/2
1st Mort. (R. City & Cam. R.R. 55 m.)	1,200,000	10	Jan. & July.	"	1886	90	2d Mortgage not guaranteed....	300,000	6	April & Oct.	"	1900	102 1/2
General Land Mortgage (277 m.)	642,000	7	April & Oct.	"	1888	106	<b>Kalamazoo, Allegan &amp; Gr. Rapids:</b>						
<b>Harlem Extension:</b>							1st Mort. guar. by Delaware....	352,000	6	Jan. & July.	New York.	1890	....
1st Mortgage.....	4,000,000	7	Jan. & July.	New York.	1890	..	1st Mort. assumed by						



## AMERICAN RAILROAD BOND LIST.

An Asterisk (\*) fixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Kansas Pacific:							Louisville, Cin. and Lexington:						
1st Mort. (1st Div. 140 m.) gold.	2,240,000	6*	Feb. & Aug.	N. Y. & St. Lo.	1895	64	Bonds to State of Kentucky.	74,519	6	Jan. & July.	New York.	Perp.	1897
1st Mort. (2d Div. 253.94 m.) gold	4,063,000	6*	June & Dec.	"	1898		1st Mortgage for Cincinnati Br.	3,000,000	7	"	"	"	1897
1st M. (3d Div. 244.66m. & 3,000,000a)	6,411,000	7*	May & Nov.	N. Y. L. & F.	1899		2d Mortgage for \$1,000,000.	878,000	8	April & Oct.	"	"	1890
1st Mort. (1,000,000 acres) gold.	187,000	7	March & Sept.	N. Y. & St. Lo.	71-76		Louisville Loan.	100,000	6	Jan. & July.	"	"	1881
1st Mort. (2,000,000 acres) gold.	1,722,250	7*	Jan. & July.	N. Y. L. & F.	1880		1st Mort. (Louisville & Frankf.)	39,000	6	"	"	"	73-78
2d Mort. ( " ) gold.	1,500,000	7*	March & Sept.	"	1886		1st Mort. (Louis. Cin. and Lex.)	21,000	8	April & Oct.	"	"	1902
1st Mort. (Leavenworth Branch)	600,000	7	May & Nov.	N. Y. & St. Lo.	1894		1st Mortgage (Shelby R. R.)	88,500	8	June & Dec.	"	"	1881
2d Mortgage (Gov't Subsidy).	6,303,000	6	Jan. & July.	U. S. Treas.	95-97		Louisville and Nashville:						
3d Mortgage (Income).	4,275,350	7	March & Sept.	N. Y. L. & F.	1916		Ten Year Mortgage Gold bonds	2,000,000	7*	May & Nov.	New York.	1883	
Kent County (Del.)							Mort. main office lot & buildin.	80,000	7	"	Louisville.	1883	
1st Mortgage for \$900,000.	400,000	6	Jan. & July.	Philadelphia.	1880		1st Mort. (Leb. Br. Ext. 73.2m.)	88,000	7	"	"	'80-'86	
Kentucky Central:							1st Mort. (Memphis and Ohio).	3,500,000	7	June & Dec.	New York.	1901	
2d Mort. (Cov'gton & Lexington)	344,000	7	March & Sept.	New York.	1883		1st Mort. (Memph. & Clarksv. Br.)	2,389,710	6*	Feb. & Aug.	"	1902	
3d Mortgage.	237,000	7	June & Dec.	"	1885		Consol. M. for \$5,000,000 (392 m.)	7,109,000	7	April & Oct.	"	1898	90
Keokuk and Des Moines:							Louisville Loan.	849,000	6	"	"	'86-'87	
1st Mortgage.	1,947,000	7	April & Oct.	New York.	1904		Louisville Loan (Lebanon Br.)	225,000	6	May & Nov.	"	1886	
Funded Interest.	254,300	8	"	"	1884		Louisv. Loan (Leb. Br. Exten.)	333,000	6	April & Oct.	Louisville.	1893	90
Keokuk and St. Paul (C.B. & Q.):							Louisv. N. Al. & St. Lo. Air-Line:						
1st Mortgage traffic guar.	318,000	8	April & Oct.	Boston.	1879	101	1st Mortgage gold, \$25,000 p. m.	2,875,000	7*	Jan. & July.	New York.	1892	
La Crosse, Trempealeau & Prescott:							Macon and Augusta:						
1st Mort. assumed by C. & N. W.	1,000,000	10	April & Oct.	New York.	1878		1st Mortgage end. by Ga. R. R.	300,000	7	Jan. & July.	New York.	1877	
Laif. Bloom. & Miss. (TW & W):							1st Mortgage not end. by Ga. R. R.	100,000	7	"	"	1887	
1st Mortgage gold guar.	1,300,000	7*	Feb. & Aug.	New York.	1891	70	Construct. Mort. end. by Ga. R.R.	370,000	7	"	"	1879	
Laif. Muncie & Bloom. (TW & W):							Macon and Brunswick:						
1st Mortgage gold guar.	1,500,000	7*	Feb. & Aug.	New York.	1901	40	1st Mort. endorsed by Ga.	1,900,000	7	Jan. & July.	New York.	1887	
Lake Erie and Louisville:							1st Mort.	600,000	7	May & Nov.	"	1900	
1st Mortgage.	1,092,000	7	April & Oct.	New York.	1892		2d Mortgage.	1,100,000	7	April & Oct.	"	1889	
2d Mortgage.	590,000	7	Jan. & July.	"	1903		Equipment Mortgage.	150,000	7	"	"	1879	
Lake Ontario Shore:							Madison and Portage:						
1st Mortgage (\$20,000 pr. m.)	1,433,200	7*	Jan. & July.	New York.	1897		1st Mort., guar. by Chl. and Sup.	600,000	7	April & Oct.	New York.	1890	
Lake Shore & Michigan South'n:							Maine Central:						
Sinking Fund Mortgage.	1,146,000	7	April & Oct.	New York.	1879		Consolidated Mortgage.	1,580,500	6	April & Oct.	Boston.	1912	95
Consol. Mort., S. F. Regis'd.	6,650,000	7	J. A. J. & O.	"	1900	107	\$1,100,000 Loan, tax free.	756,800	6	Jan. & July.	"	1898	91
Consol. Mort., S. F. Coupon.	9,105,000	7	Jan. & July.	"	1900	97	Extension (gold) Loan.	498,500	6	April & Oct.	"	1900	
2d Consol. Mort. for \$25,000,000.	3,395,000	7	June & Dec.	"	1903	96	1st Mort. (Belast & Moosehead)	150,000	3*	May & Nov.	Belast & Bos.	1890	
Bonds of 1892 (Reg. & Coupon)	1,442,000	7	April & Oct.	"	1882		\$1,100,000 (A. & Ken.) Loan.	1,100,000	6	Jan. and July.	Boston.	'90-'91	96
Lake Shore Dividend Bonds.	1,000,000	7	"	"	1899	107	1st Mortgage (Portland & Ken.)	217,300	6	April & Oct.	Augusta.	1885	
Reg. Mort. (Clev., Pain. & Ash.)	1,000,000	7	Jan. & July.	"	1880		Consol. (Port. & Kennebec) Loan	1,166,700	6	"	Boston.	1895	
3d Mort. ( " " " )	1,000,000	7	April & Oct.	"	1892		2d Mort. (Somerset & Kennebec)	280,000	6	June & Dec.	"	1876	
1st Mort. (Mich. S. & Nor. Ind.)	6,256,000	7	May & Nov.	"	1885		1st Mort. (Leeds & Farn'gton).	633,000	6	Jan. & July.	"	1901	
2d Mort. ( " " " )	2,682,300	7	"	"	1877		Bath (Androscoggin) Loan.	425,000	6	"	"	1891	
1st Mort. (Cleveland & Toledo)	1,595,000	7	Jan. & July.	"	1885		Mansfield & Framing. (B.C. & F.):						
2d Mort. ( " " " )	819,000	7	April & Oct.	"	1886		1st Mortgage, guaranteed.	300,000	7	Jan. & July.	Boston.	1880	95
Mort. Bonds (Buffalo and Erie)	200,000	7	Jan. & July.	"	1882		Marietta and Cincinnati:						
Mort. Bonds ( " " " )	300,000	7	March & Sept.	"	1886		1st Mortgage, Sterling.	1,050,000	7*	Feb. & Aug.	London.	1891	
Mort. Bonds ( " " " )	2,350,000	7	April & Oct.	"	1898		1st Mortgage Dollar.	2,450,000	7	"	Baltimore.	1891	94
1st M. (Det. & Monroe & Toledo)	924,000	7	Feb. & Aug.	"	1906		2d Mortgage Dollar.	2,500,000	7	May & Nov.	"	1896	52
1st M. (Kalam. & White Pigeon)	400,000	7	Jan. & July.	"	1897		3d Mortgage Dollar.	3,000,000	8	Jan. & July.	"	1900	21
1st M. (School. & Three Rivers)	100,000	8	"	"	1887		4th Mortgage.	2,004,000	8	April & Oct.	"	1908	
1st M. (Kalamaz. & Schoolcraft)	100,000	8	"	"	1887		1st Mort. (Scioto & Hook. Val.)	300,000	7	May & Nov.	"	1888	
1st M. (Kal. Allegan & Gr. Rap.)	840,000	8	"	"	1888		Marietta, Pittsburg & Cleveland:						
1st M. (Jamestown & Franklin)	433,000	7	"	"	1887		1st Mortgage gold.	1,500,000	7*	Feb. & Aug.	New York.	1895	
2d M. ( " " " )	500,000	7	June & Dec.	"	1894		Marquette, Houghton & Ontonagon:						
Lake Shore & Tuscarawas Valley:							1st Mortgage (Marq. & Ont.)	1,760,000	8	Jan. & Dec.	New York.	1892	89
1st Mortgage gold.	2,000,000	7*	April & Oct.	Cleveland, O.	1901		1st Mort. (Houghton and Ont.)	2,000,000	8	Jan. & July.	"	1892	
2d Mortgage, for \$1,000,000.	698,000	7	"	"	1892		Consolidated Mortgage.	1,454,000	8-10	Various.	"	'92-'03	
Elyria and Black Riv. b'ds ass'd	180,000	7	May & Nov.	"	1892		Massachusetts Valley (C. & P. R.):						
Lake Superior & Mississippi:							1st Mortgage guaranteed.	400,000	6*	Jan. & July.	Boston.	1889	90
1st Mort. skg fund gold tax free.	4,500,000	7*	Jan. & July.	N.Y.-Bost.-Ph.	1896	20	Maryland and Delaware:						
2d Mort. gold tax free and conv.	3,200,000	7*	April & Oct.	"	1900		1st Mortgage.	850,000	6	May & Nov.	Boston.	1885	20
Income Bonds.	3,200,000	10	"	"	1902		2d Mortgage.	150,000	6	June & Dec.	"	1889	
Lawrence (P. Ft. W. & Chl.):							Massillon & Cleve. (C.M. V. & D.)	100,000	7*	Jan. & July.	New York.	1890	
1st Mortgage, guaranteed.	355,000	7	Feb. & Aug.	New York.	1895		1st Mortgage guaranteed, gold.	500,000	7*	Jan. & July.	New York.	1890	
Leavenworth, Atch. & N. West'n:							Mayville and Lexington:						
1st Mort. guar. by Pac. of Mo.	500,000	7	April & Oct.	New York.	1899		1st Mortgage.	500,000	7*	Jan. & July.	New York.	1890	
Leaven. Lawrence & Galveston:							Memphis and Charleston:						
1st Mort. skg fund conv. gold.	5,000,000	10	Jan. & July.	N. Y. & Bost.	1899	21	1st Mortgage, Convertible.	1,293,000	7	March & Sept.	New York.	1880	
1st Mort. (K. C. & San. Fe) guar.	720,000	10	May & Nov.	Boston.	1890		2d Mortgage.	1,000,000	7	Jan. & July.	"	1885	
1st Mort. (Southern Kan.) guar.	160,000	8	June & Dec.	"	1891		Tennessee State Loan.	1,514,142	6	"	"	'73-'78	
Lehigh and Lackawanna:							Income Bonds.	600,000	10	March & Sept.	"	"	
1st Mortgage tax free.	300,000	7	Feb. & Aug.	Philadelphia.	1897		Memphis and Little Rock:						
Lehigh Valley:							1st Mortgage (Land Grant).	1,300,000	8	May & Nov.	New York.	1890	
1st Mortgage (new loan).	5,000,000	6	June & Dec.	Philadelphia.	1898	108	2d Mortgage.	1,000,000	8	"	"	"	
1st Mortgage ( " reg.)	6,000,000	7	March & Sept.	"	1910	111	Michigan Air Line (Mich. Cent.):						
2d Mortgage for \$6,000,000	6,000,000	6*	June & Dec.	"	1923	94	1st Mort. (South Bend Div.) ass'd	200,000	8	May and Nov.	New York.	1890	
General Mort. for \$40,000,000.	5,000,000	6*	"	"	1922	93	Michigan Central:						
General Mort., registered.	5,000,000	6*	"	"	1922	93	1st Mortgage, convertible.	556,000	8	April & Oct.	Boston.	1882	
Lewish. Centre & Spruce C. (P. & E.):							1st Mortgage sinking fund conv.	1,508,000	8	"	"	1882	112
1st Mortgage.	1,545,000	7	May & Nov.	Philadelphia.	1902		Consol. Mortgage for \$10,000,000	8,000,000	7	May & Nov.	New York.	1902	105
Lexington & St. Louis (A. & P.):							1st Mort. (Mich. Air Line) ass'd	1,900,000	8	Jan. & July.	"	1890	85
1st Mortgage gold.	900,000	6*	June & Dec.	New York.	1899		Equipment Bonds for \$800,000.	600,000	8	Apr. and Oct.	N. Y. & Bost.	1883	
Little Miami:							Michigan Lake Shore:						
1st Mortgage.	1,490,000	6	May & Nov.	New York.	1883		1st Mortgage.	800,000	8	Jan. & July.	New York.	1889	
Street Connection Bonds.	525,000	6	Jan. & July.	Cincinnati.	1894		Mich.						





## AMERICAN RAILROAD BOND LIST.

An Asterisk (\*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Oil Creek (Pittab., T. & Buffalo):	\$	7					Philadelphia, Wilmington & Balt.:	\$	6				
1st Mortgage.....	550,000	7	April & Oct.	Philadelphia.	1896	86	Mortgage Loan, convertible .....	261,000	6	Jan. & July.	Phila. & Bost.	1884	103 1/2
Omaha and Northwestern:							Loan of 1887.....	1,000,000	6	April & Oct.	" "	1887	....
1st Mort. Land Grant, Gold.....	16,000pm	7 3/4	Jan. & July.	New York.	1901	....	Loan of 1872.....	700,000	6	" "	" "	1892	104 1/2
Omaha and Southwestern:							Loan of 1875.....	803,000	6	" "	" "	1900	....
1st Mortgage \$20,000 p. m.....	1,034,000	8	June & Dec.	Boston.	1896	97 1/2	Pickering Valley (Phila. & Rdg.):						
Orange, Alex. and Manassas—							1st Mortgage, guaranteed.....	231,800	7	April & Oct.	Philadelphia.	1900	....
See Wash. C., Va. Mid. & Gt. So.							Pittsburg, Cin. & St. Louis (Pa.):						
Oregon and California:							1st Mort. (Col. & Newark Div.).....	775,000	7	Jan. & July.	Philadelphia.	1890	....
1st Mortgage gold.....	10,950,000	7*	April & Oct.	New York.	....	....	1st Mort. (Steub. & Ind.) conv.....	3,000,000	6	Monthly.	New York.	1884	85
Osage Valley & Southern Kansas:							Consol. Mortgage for \$10,000,000.	6,222,000	7	Feb. & Aug.	Philadelphia.	1890	77 1/2
1st Mortgage (5-20 years).....	200,000	10	Jan. & July.	New York.	1888	....	Consolidated 2d Mortgage.....	5,000,000	7	April & Oct.	" "	1913	....
Oshkosh & Miss. (C. M. & S. P.):							Pittsburg, Ft. Wayne & Chicago:						
1st Mortgage.....	240,000	8	Jan. & July.	New York.	1891	....	1st Mortgage (Series A).....	875,000	7	Jan. & July.	New York.	1912	118
Oswego and Rome (B. W. & O.):							1st Mortgage (Series B).....	875,000	7	Feb. & Aug.	" "	1912	....
1st Mortgage.....	500,000	7	May & Nov.	New York.	1916	....	1st Mortgage (Series C).....	875,000	7	March & Sept.	" "	1912	....
Income Mortgage.....	112,100	6	Feb. & Aug.	" "	1891	....	1st Mortgage (Series D).....	875,000	7	April & Oct.	" "	1912	....
Oswego and Syracuse (D. L. & W.):							1st Mortgage (Series E).....	875,000	7	May & Nov.	" "	1912	....
1st Mortgage, guaranteed.....	201,000	7	May & Nov.	New York.	1885	....	1st Mortgage (Series F).....	875,000	7	June & Dec.	" "	1912	....
Ottawa, Oswego & Fox River:							2d Mortgage (Series G).....	860,000	7	Jan. & July.	" "	1912	111
1st Mortgage guar. by C. B. & Q.	1,079,000	8	Jan. & July.	N. Y. & Bost.	1900	106	2d Mortgage (Series H).....	860,000	7	Feb. & Aug.	" "	1912	....
Owensboro' and Russellville.....							2d Mortgage (Series I).....	860,000	7	March & Sept.	" "	1912	....
1st Mortgage for \$1,500,000.....	1,500,000	8	Feb. & Aug.	New York.	1892	....	2d Mortgage (Series J).....	860,000	7	April & Oct.	" "	1912	....
Pacific of Missouri:							2d Mortgage (Series K).....	860,000	7	May & Nov.	" "	1912	....
1st Mortgage gold.....	7,000,000	6*	Feb. & Aug.	New York.	1888	98	2d Mortgage (Series L).....	860,000	7	June & Dec.	" "	1912	....
2d Mortgage sinking fund.....	2,650,000	7	Jan. & July.	" "	1891	91 1/2	2d Mortgage (Series M).....	860,000	7	Jan. & July.	" "	1912	102
3d Mortgage.....	4,000,000	7	May & Nov.	" "	....	....	Construction bonds of Jan. 1, 1970	100,000	7	Jan. & July.	New York.	1887	....
St. Louis County Debt.....	700,900	7	Monthly.	St. Louis.	1885	....	Equipment bonds.....	1,000,000	8	March & Sept.	" "	1884	....
Real Estate Bonds.....	800,000	8	May & Nov.	New York.	1892	....	Pittsburg, Va. and Charleston:						
1st Mort. (Carondelet Branch).....	500,000	6*	April & Oct.	" "	1893	....	1st Mortgage.....	700,000	7	April & Oct.	New York.	1902	....
Paducah and Memphis:							Pittsburg, Washington & Baltimore:						
1st Mortgage gold for \$2,305,000.	1,541,000	7*	Feb. & Aug.	New York.	1902	....	1st Mort. (Pittab. & Conn'sville).....	4,000,000	7	Jan. & July.	Baltimore.	1898	101 1/2
Panama.							2d Mort. do. (Balt. Loan).....	5,000,000	6	May & Nov.	" "	1902	....
General Mortgage, stg £597,800.	2,889,330	7*	April & Oct.	London.	1897	....	1st Mort. (Turtle Cr. Div. 104 m)	400,000	6	Feb. & Aug.	Pittsburg.	1889	....
Paris and Decatur:							Real Estate Mortgage.....	100,000	6	.....	Baltimore.	1883	....
1st Mortgage gold, S. F.....	1,200,000	7*	Jan. & July.	N. Y. & Lond.	1892	....	Plymouth, Kankakee & Pacific:						
Paterson and Newark (Erie):							1st Mortgage for \$3,600,000.....	20,000 pm	7*	Jan. & July.	New York.	1901	....
1st Mortgage, guaranteed.....	500,000	7	Jan. & July.	New York.	1878	....	Port Huron and Lake Michigan:						
Pekin, Linc. & Decatur (T. W. & W.):							1st Mortgage gold, for \$1,800,000.	1,800,000	7*	May & Nov.	New York.	1899	....
1st Mortgage, guaranteed.....	1,076,000	7	Feb. & Aug.	New York.	1900	60	Portland & Ogdensburg (Me. & N. H.):						
Pemberton & Hights (U. C. of N. J.):							1st Mort. (Maine Section) gold.....	800,000	6*	Jan. & July.	Boston.	1900	....
1st Mortgage, guaranteed.....	160,000	7	Jan. & July.	Philadelphia.	1889	105	Consol. Mort. gold, for \$3,300,000	149,000	6*	May & Nov.	" "	1901	15
Peninsular (Mich.) Railway:							Portland and Ogdensburg (Vt.):						
1st Mortgage gold (S. F.) 1st series	1,800,000	7*	May & Nov.	N. Y. or Lond.	1899	....	1st Mortgage gold, for \$2,300,000	1,200,000	6*	May & Nov.	N. Y. & Bost.	1891	46
1st Mortgage gold (S. F.) 2d series	2,000,000	7*	Feb. and Aug.	New York.	1900	....	Portland and Oxford Central:						
Mortgage.....	540,000	7	Feb. and Aug.	New York.	1881	....	1st Mortgage of 1893.....	250,000	6	Jan. & July.	Portland.	1883	....
Pennsylvania:							Portland and Rochester:						
1st Mort. (Harrisburg to Pittsburg)	4,970,000	6	Jan. & July.	Philadelphia.	1880	104 1/2	1st Mort. (Portland Loan) skg fd	700,000	6	Jan. & July.	Boston.	1887	....
General Mortgage.....	10,999,760	6	J. A. J. & O.	Philadelphia.	1910	107	1st Mortgage (equal lien).....	100,000	7	April & Oct.	" "	1887	....
General Mortgage, registered.....							2d Mort. (Portland Loan).....	396,500	6	Mar. & Sept.	" "	1891	....
Consolidated Mortgage.....	29,250,000	6*	Jan. & July.	London.	1906	90 1/2	Port Royal (S. C.):						
State lien for \$7,500,000, skg fd	4,795,108	5	April & Oct.	Philadelphia.	1877-90	....	1st Mortgage gold, skg fd.....	2,000,000	7*	May & Nov.	N. Y. & Lond.	1889	....
Pennsylvania Coal:							1st Mort. gold, guar. by Ga. R. R.	500,000	7*	" "	" "	1889	....
1st Mortgage.....	487,500	7	Feb. and Aug.	New York.	1881	....	Portsmouth, Gt. Falls & Conway:						
Pennsylvania and Delaware:							1st Mort. guar. by Eastern R. R.	514,000	7	June and Dec.	Boston.	1893	49 1/2
1st Mortgage.....	1,083,000	7	Feb. & Aug.	Philadelphia.	1903	....	Poughkeepsie and Eastern:						
2d Mortgage.....	519,000	7	April & Oct.	" "	1903	....	1st Mort. gold, conv. & tax free..	644,500	7*	Jan. & July.	New York.	1910	....
Pennsylvania & New York (L. V.):							2d Mortgage.....	78,000	7	" "	" "	....	....
1st Mortgage, guaranteed.....	1,500,000	7	June & Dec.	Philadelphia.	1896	109	Providence and Worcester:						
1st Mortgage, guaranteed.....	1,500,000	7	" "	" "	1906	....	1st Mortgage.....	800,000	6	Jan. & July.	Providence.	1880	....
Peoria & Bureau Val (O. R. L. & P.):							Stoughton Branch bonds.....	1,000,000	6	" "	" "	....	....
1st Mortgage, guaranteed.....	600,000	8	Jan. & July.	New York.	1877	....	Quincy, Alton and St. Louis:						
Peoria & Hannibal (C. B. & Q.):							1st Mortgage gold.....	1,000,000	7*	May & Nov.	Philadelphia.	1882	....
1st Mortgage, traffic guarantee.....	277,000	8	Jan. & July.	Boston.	1878	101 1/2	Quincy and Palmyra:						
Peoria, Pekin and Jacksonville:							1st Mort. assumed by H. & St. Jo.	500,000	8	Feb. & Aug.	New York.	1892	....
1st Mortgage.....	1,000,000	7	Jan. & July.	New York.	1894	....	Quincy and Toledo (T. W. & W.):						
2d Mort. conv. & tax free.....	1,000,000	7	April & Oct.	" "	1900	....	1st Mortgage, guaranteed.....	500,000	7	May & Nov.	New York.	1890	....
Peoria and Rock Island:							Quincy & Warsaw (C. B. & Q.):						
1st Mort. gold, conv. & tax free.	1,500,000	7*	Feb. & Aug.	N. Y. & Lond.	1900	....	1st Mortgage, guaranteed.....	725,000	8	Jan. & July.	Boston.	1890	107
2d Mortgage.....	150,000	10	Jan. & July.	New York.	1900	....	Reading and Columbia (P. & R.):						
Perkiomen (Phila. and Rdg.):							1st Mort. Coupon, guaranteed.....	650,000	7	March & Sept.	New York.	1882	97
1st Mortgage, guaranteed.....	619,000	6	April & Oct.	Philadelphia.	1897	70	2d Mort. Coupon, guaranteed.....	350,000	7	June & Dec.	Columbia.	1884	....
Petersburg:							Rensselaer and Saratoga:						
1st Mortgage (instalments).....	341,500	8	Jan. & July.	New York.	1899-98	84 1/2	1st Mortgage.....	300,000	7	Jan. & July.	Troy.	1880	114
2d Mortgage.....	500,000	8	" "	" "	1902	....	2d Mortgage.....	150,000	7	" "	" "	1887	....
Philadelphia and Atl. City:							1st Mort. (Saratoga & Whitehall)	400,000	7	March & Sept.	New York.	1886	....
Mortgage for \$500,000.....	350,000	7	Jan. & July.	Philadelphia.	1907	....	1st Mort. (Troy, Salem & Rutl.)	500,000	7	May and Nov.	" "	1890	....
Philadelphia and Baltimore Cent:							1st Mortgage (Glenn's Falls).....	125,000	7	Jan. & July.	" "	1894	....
1st Mortgage (Penn. Div. 36 1/2 m.)	800,000	7	Jan. & July.	Philadelphia.	1879	....	Consol. Mort. for \$2,000,000.....	1,794,500	7	May and Nov.	" "	1921	92
1st Mortgage (Md. Div. 9 1/2 m.)	300,000	6	" "	" "	1891	....	New Gen'l Mort for \$8,000,000.	1,092,000	6*	.....	" "	....	....
2d Mortgage (Pa. & Md. 46 m.)	400,000	7	" "	" "	1900	....	Richmond and Danville.						
Philadelphia and Erie (Penn.):							Virginia State Loan, skg fund..	600,000	6	Jan. & July.	Richmond.	1880	....
1st Mort. (Sunbury & Erie 40m)	1,000,000	7	Apr. and Oct.	Philadelphia.	1877	109 1/2	Virginia State guar. bonds.....	157,900	6	" "	" "	1875	....
1st Mortgage.....	5,000,000	6	" "	" "	1881	104 1/2	1st Mort. (Piedmont Branch).....	500,000	8	.....	" "	1888	....
2d Mortgage.....	3,000,000	7	Jan. & July.	" "	1888	96 1/2	1st Mort. (Northwestern, N. C.)	500,000	6 1/2	April & Oct.	N. Y. or Rich.	....	....
General Mort. for \$20,000,000.....	7,652,000	6*	" "	Phil. or Lond.	1920	....	Consolidated Mortgage.....	1,766,000	6	May and Nov.	New York.	1875-90	78
Philadelphia and Reading:		</											

## AMERICAN RAILROAD BOND LIST.

An Asterisk (\*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Baginaw Valley and St. Louis:	\$						South Carolina:	\$					
1st Mortgage	346,000	8	May & Nov.	Baginaw.	1892		1st Mortgage Sterling	1,482,667	5*	Jan. & July.	London.	'82-'85	....
Saint Croix and Penobscot:							1st Mortgage (L.) currency	1,051,500	7	"	New York.	'78-'88	....
1st Mort. (Cal. & Baring)	95,300	8	Jan. & July.	Calais, Me.	1879		2d Mort. for \$3,000,000	1,206,500	7	April & Oct.	"	1902	....
2d Mort. ( " )	17,500	8	"	"	1879		Domestic (G) Bonds	2,500	6	Jan. & July.	Charleston.	1874	....
Calais Loan (Lewey's Island)	115,000	6	June & Dec.	"	1876		Domestic (I) Bonds	1,054,500	7	April & Oct.	"	1891	....
St. Joseph & Denver City:							Domestic (K) Bonds	63,500	6	Jan. & July.	"	'80-'92	....
1st Mort. (E. D.) gold tax free	1,500,000	8*	Feb. & Aug.	N. Y. & Lond.	1899		South Georgia and Florida:						
1st M. (W.D.) land grant, g'd tax fr	5,500,000	8*	"	"	1900		1st Mort. assumed by Atl. & Gulf	464,000	7	May & Nov.	New York.	1888	....
St. Joseph and St. Louis:							2d Mort.	200,000	7	"	"	1889	....
1st Mortgage	1,000,000	6	May & Nov.	New York	1893		South Mountain Iron (Cumb. Val.):						
St. Louis, Alton and Terre Haute:							1st Mortgage guaranteed	200,000	6	June & Dec.	Philadelphia.	1888	....
1st Mortgage skg f'd. (Series A)	1,100,000	7	Jan. & July.	New York.	1894	116	2d Mortgage for \$200,000	177,500	7	March & Sept.	"	1884	....
1st Mortgage skg f'd. (Series B)	1,100,000	7	April & Oct.	"	1894	110	South and North Alabama:						
2d Mortgage preferred (Series C)	1,400,000	7	Feb. & Aug.	"	1894	84	1st Mort. endor. by Ala. gold	391,000	8*	Jan. & July.	New York.	1890	....
2d Mortgage preferred (Series D)	1,400,000	7	May & Nov.	"	1894	70	Sterling Mort. guar. by L. & N.	21,033,000	6*	May & Nov.	London.	....	
2d Mortgage Income (Series E)	1,700,000	7	"	"	1894	70	South Pacific (Atl. and Pac.)						
Equipment Mortgage	300,000	10	March & Sept.	"	1894		1st Mortgage gold, assumed	7,188,500	6*	Jan. & July.	New York.	1888	78
St. Louis, Iron Mt. and Southern:							South Shore (Mass.):						
1st Mort. (St. Louis & Iron Mt.)	4,000,000	7	Feb. & Aug.	New York.	1892	96	1st Mortgage, sinking fund	150,000	6	April & Oct.	Boston	'80-'81	99 1/2
2d Mort. ( " )	6,000,000	7*	May & Nov.	"	1897	70	South Side, Va. (A., M. and O.):						
1st Mort. L.G. (Arkansas Br'd)	2,500,000	7*	June & Dec.	"	1897	....	1st prefer'd bonds	675,000	8	Jan. & July.	New York.	'84-'90	85
1st Mort. (Cairo, Ark. & Tex.)	1,500,000	7*	"	"	1897	....	2d preferred bonds	621,000	6	"	"	'84-'90	70
Consolidated Mortgage	1,500,000	7	"	"	1899	....	3d preferred bonds	452,800	6	"	"	'84-'90	42 1/2
St. Louis, Jacksonville & Chicago:							Southern Central (N.Y.):						
1st Mortgage	2,929,000	7	April & Oct.	New York.	1894	....	1st Mortgage, skg fund conv.	1,500,000	7	Feb. & Aug.	New York.	1899	....
2d Mortgage	548,000	7	Jan. & July.	"	1898	....	2d Mortgage	600,000	7*	March & Sept.	"	1882	108
St. Louis, Kansas City & North:							Southern Iowa and Cedar Rapids:						
1st Mortgage (North Missouri)	6,000,000	7	Jan. & July.	New York.	1895	101 1/2	1st Mortgage gold	1,500,000	7*	May & Nov.	New York.	1900	....
Real Estate & 2d M. for \$3,000,000	993,000	7	March & Sept.	"	1899	....	Southern of L. I.						
St. Louis, Lawrence and Denver:							1st Mortgage	750,000	7	March & Sept.	New York.	1887	....
1st Mort. guar. by Atl. and Pac.	1,020,000	6*	Jan. & July.	New York.	1901	....	2d Mort. Sinking Fund	1,500,000	7	May & Nov.	"	....	80
St. Louis and South Eastern:							Southern Minnesota:						
1st Mort. gold skg fund conv.	2,207,000	7	May & Nov.	New York.	1894	....	1st Mortgage land grant tax free	3,240,000	8	Apr. & Oct.	New York.	'78-'86	....
1st M. (Evans, D.) gold skg f'd. con	1,000,000	7	"	"	1896	....	2d Mortgage, land grant	1,252,000	7	Jan. & July.	"	1890	....
1st Mort. (Evans, Hen. & Nash)	1,000,000	7	Jan. & July.	"	1897	....	Southern (Cal.) Pacific:						
Consol. Mort. Skg. Fund	2,000,000	7	Feb. & Aug.	"	1902	....	1st Mortgage gold for \$28,000,000	11,000,000	6*	April & Oct.	New York.	....	
St. Louis, Van. & T. H. (T.H. & L.)							Southern Pennsylvania:						
1st Mortgage, guaranteed	1,899,000	7	Jan. & July.	New York.	1897	....	1st Mortgage gold	625,000	7*	March & Sept.	Philadelphia.	1900	....
2d Mortgage (A.) guaranteed	1,600,000	7	May & Nov.	"	1898	....	2d Mortgage gold	88,000	7*	"	"	1880	....
2d Mortgage (B.) convertible	1,000,000	7	"	"	1898	....	South Western (Cent. of Ga.)						
Income Mortgage	1,000,000	7	March 1.	Pittsburg.	1901	....	Plain Bonds, various conv.	391,000	7	various.	Macon.	'72-'86	....
St. Paul and Iowa Southwestern							1st Mortgage (Muscoogee) conv.	300,000	7	"	"	'72-'76	....
1st Mortgage	4,500,000	7*	May & Nov.	"	1903	....	Spartanburg and Union:						
St. Paul and Pacific 1st Division:							1st Mortgage, end. by S. Car	350,000	7	Jan. & July.	Charleston.	1879	....
1st Mort. (St. P. to St. Anth.) 10m.	120,000	8	March & Sept.	New York.	1892	....	1st Mortgage not endorsed	198,870	7	"	"	1879	....
1st M. (St. Paul to Watb.) 5m.	366,000	7	Jan. & July.	"	1892	....	Springfield, Athol & Northeastern:						
2d Mort. ( " do. ) & 1st land gr.	1,145,750	7	June & Dec.	"	1892	....	1st Mortgage	416,000	7	Jan. & July.	Boston.	'83-'91	....
1st M. (Main L.) R.R. & Lands	3,000,000	7*	May & Nov.	London.	....	....	Springfield & Illinois S. Eastern:						
2d M. ( " do. ) R.R. & Lands	8,500,000	7*	"	"	....	....	1st Mortgage gold, tax free	3,400,000	7*	Feb. & Aug.	New York.	1899	....
General Mortgage for \$15,000,000	....	7*	"	"	....	....	2d Mortgage gold, tax free	446,000	7*	April & Oct.	"	1900	....
St. Paul, Stillwater & Taylor's F.							Springfield and Northwestern:						
1st Mortgage	450,000	8	Jan. & July.	New York.	1901	....	1st Mortgage gold, skg fund	500,000	7*	Feb. & Aug.	New York.	1901	....
Salem (West Jersey):							Staten Island:						
1st Mortgage guar.	100,000	6	Jan. & July.	Philadelphia.	1878	....	1st Mortgage	200,000	7	Jan. & July.	New York.	1886	55
Salem and Lowell (B. & L.):							Stantead, Shefford and Chamby:						
1st Mortgage	226,900	6	Feb. & Aug.	Boston.	1878	95	1st Mort. Guar. by Cent. Verm.	500,000	7	Jan. & July.	Boston.	1887	35
Sand, Mansfield & Newark (B. & O.)							Sullivan (Central Verm.):						
1st Mortgage guaranteed	2,301,000	7	Jan. & July.	New York.	1900	91	1st Mortgage	500,000	6	Jan. & July.	Boston.	1875	....
Saratoga & Whitehall (R. & S.):							2d Mortgage	250,000	6	Feb. & Aug.	"	1891	....
1st Mortgage, guaranteed	400,000	7	March & Sept.	New York.	1886	....	Sullivan and Erie:						
Savannah, Albany & Gulf (A. & G.)							1st Mortgage, skg fund	1,000,000	7	May & Nov.	New York.	1886	....
Sectional Mort.	310,000	7	Jan. & July.	New York.	Var.	....	Summit Branch:						
Savannah and Charleston:							1st Mortgage	800,000	7	Jan. & July.	N.Y., Bost. Ph.	1904	97 1/2
1st Mortgage (Sav. & Char.)	500,000	7	Jan. & July.	New York.	1889	....	Sunbury and Lewiston:						
State guaranteed (C. & S.) bonds	505,000	6	March & Sept.	Charleston.	1877	....	1st Mortgage gold	1,200,000	7*	April & Oct.	Philadelphia.	1890	....
Funded Interest bonds, guar.	111,800	7	"	New York.	1889	....	Income Mort. gold	200,000	6*	"	"	1891	....
Savannah, Griffin & North Ala.:							Suspens. Bridge & Erie Junc. (E.):						
1st Mortgage for \$500,000 guar.	162,000	7	Jan. & July.	Macon.	1891	....	1st Mortgage	1,000,000	7	.....	New York.	....	
Savannah and Memphis:							Syracuse, Bing. & N.Y. (DL & W.):						
1st Mort. gold, endor. by State	16,000pm	8*	May and Nov.	New York.	1890	....	1st Mortgage	1,400,000	7	April & Oct.	New York.	1879	....
Schenectady & Susq. (D. & H. Can.)							2d Mortgage	270,000	7	June & Dec.	"	1887	....
1st Mortgage gold, tax free	400,000	7*	Jan. & July.	New York.	1900	....	Syracuse and Chenango Valley:						
Schoolcraft & Three R. (L. & M.S.):							1st Mort. gold, for \$500,000	500,000	7*	Feb. and Aug.	New York.	1891	....
1st Mortgage	100,000	8	Jan. & July.	New York.	1887	....	Tebos and Neosho (M. K. & T.):						
Seaboard and Roanoke:							1st Mortgage gold, skg fund	1,163,000	7*	June & Dec.	New York.	1903	....
1st Mortgage	210,000	7	Jan. & July.	New York.	1880	....	Terre Haute & Indianapolis:						
Selma and Gulf:							1st Mortgage	800,000	7	April & Oct.	New York.	1879	....
1st Mort. (guar. by Ala.)	1,888,000	8	April & Oct.	New York.	1890	....	Bonds of 1873 for \$1,500,000	516,000	7	"	"	1894	....
Selma, Marion and Memphis:							Texas and Pacific:						
1st Mort. guar. by Ala.	16,000pm	8	March & Sept.	New York.	1889	....	1st Mortgage S. F. Gold	40,000pm	6*	June & Dec.	N.Y. or Lond.	1912	....
Selma, Rome and Dalton:							Toledo, Can. Southern & Detroit:						
1st Mortgage, tax free	3,000,000	7	April & Oct.	New York.	1887	....	1st Mortgage	1,350,000	7	Jan. and July.	.....	1906	42
2d Mortgage	4,000,000	7	Jan. & July.	"	1891	....	Toledo, Peoria and Warsaw:						
Equipment Mortgage	280,000	10	"	"	1881	....	1st Mortgage (Eastern Div.)	1,000,000	7	June & Dec.	New York.	1894	86
Shamokin Valley & Pottav. (N.O.):							1st Mortgage (Western Div.)	1,800,000	7	Feb. and Aug.	"	1896	87
1st Mortgage, on road and lands	2,000,000	7*	Jan. & July.	Philadelphia.	1901	97	2d Mort. conv. ( " )	1,300,000	7	April & Oct.	"	1888	30
Shenandoah and Allegheny:							Equipment Mort. sinking fund	94,000	8	Jan. & July.	"	1879	....
1st Mortgage	729,000	7	June & Dec.	New York.	1884	....	Consol. Mort. for \$6,200,000	1,500,000	7	May & Nov.	"	1910	35
1st Mortgage extension	694,000	6	April & Oct.										



## AMERICAN RAILROAD BOND LIST.

The Letter (c) affixed to Rate of Interest Signifies "Payable in Gold."

Description of Bonds.	Amount.	Rate	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Troy & Bennington (T. & B.):							Western Maryland:						
1st Mortgage skg fund, guar....	\$9,700	7	Jan. & July.	Troy.	1878	....	1st Mortgage, unendorsed.....	400,000	6	Jan. and July.	Baltimore.	1890	90
Troy and Boston:							1st Mort. endor. by Balt.....	200,000	6	"	"	1890	107 1/2
1st Mortgage.....	300,000	7	Jan. & July.	New York.	1887	....	2d Mort. " " " " " " " "	300,000	6	"	"	1890	107
2d Mortgage.....	300,000	7	April & Oct.	"	1885	....	2d Mort. endor. by Wash. Co....	300,000	6	"	"	1890	104
3d Mortgage.....	650,000	7	May and Nov.	"	1875	....	2d Mortgage preferred.....	600,000	6	"	"	1895	81
Convertible Bonds.....	648,000	7	"	"	1882	....	3d Mortgage endor. by Balt.....	875,000	6	"	"	1900	107
Troy, Salem & Rutland (R. & S.):							4th Mortgage.....	1,000,000	6	"	"	1900	....
1st Mortgage, guaranteed.....	500,000	7	May and Nov.	New York.	1890	....	Western Pacific (Cen. Pac.):						
Troy Union (and Depot):							1st Mort., assumed.....	2,755,000	60	Jan. and July.	New York.	1890	130
1st Mortgage, guaranteed.....	680,000	6	Jan. & July.	New York.	1878	....	Western Pennsylvania (Penn.):						
Tuckerton:							1st Mortgage.....	800,000	6	Apr. and Oct.	Philadelphia.	1893	80
1st Mortgage.....	408,000	7	April & Oct.	Philadelphia.	1901	....	1st Mortgage (Pittsburg Branch).	1,000,000	6	Jan. and July.	"	1896	....
Union Pacific:							General Mortgage.....	1,200,000	7	"	"	....	....
1st Mortgage gold, tax free.....	27,232,000	60	Jan. & July.	N. Y. & Bos.	'96-'99	104	Western Union (Chi., M. & St. P.):						
1st Mort. Land Grant.....	7,404,000	7	Apr. and Oct.	"	1887	105	1st Mortgage.....	3,500,000	7	Jan. and July.	New York.	1896	....
2d Mortgage (Gov. subsidy).....	27,236,512	6	Jan. & July.	U.S. Treasury.	'96-'99	94	West Jersey:						
3d Mortgage Sinking Fund.....	14,040,000	8	March & Sept.	New York.	1894	....	Debenture bonds guar. by C. & A.	400,000	6	March & Sept.	Camden.	1883	82
Omaha Bridge Bonds Sterling..	2,279,000	80	Apr. and Oct.	London.	1896	....	1st Mortgage.....	1,000,000	6	Jan. and July.	"	1894	103
Union Pacific (Central Div.):							1st Mortgage (Salem) guar.....	100,000	6	"	Philadelphia.	1878	....
1st Mortgage gold, tax free.....	1,600,000	60	May and Nov.	New York.	1895	....	1st Mort. (Swedenboro) guar.....	200,000	6	June & Dec.	Camden.	....	....
2d Mortgage (Gov. subsidy).....	1,600,000	6	Jan. & July.	U.S. Treasury.	'96-7-8	....	2d Mort. (Cape May & Millville)	600,000	7	Apr. and Oct.	"	96	....
Union Pacific, S. Br. (M. & T.):							Consolidated Mortgage.....	1,000,000	7	"	"	1899	103 1/2
1st Mortgage gold, skg fund.....	3,220,000	60	Jan. & July.	New York.	1899	....	West Wisconsin:						
Union & Titusville (P., T. & Buff.)							1st Mort. land gr. gold skg fund	3,900,000	70	Jan. and July.	N. Y. or Lond.	1887	....
1st Mortgage.....	500,000	7	Jan. & July.	New York.	1890	50	1st Mort. (Southern Extension).	640,000	70	"	"	1902	....
United N. J. R. R. & Canal Cos:							White Water Valley:						
Loan of 1901 (United Compa's)	3,000,000	6	March & Sept.	Philadelphia.	1901	103 1/2	1st Mortgage.....	1,021,840	6	Feb. and Aug.	Cincinnati.	1890	....
Sterling Loan \$369,200 (U. Co's)	1,848,000	50	"	London.	1894	....	Wico Mico and Pocumoke:						
Sterling Loan \$360,000 ( " )	1,800,000	60	"	"	1894	....	1st Mortgage.....	200,000	6	Jan. and July.	New York.	1888	....
Loan of 1894 Sk. Fund ( " )	2,000,000	6	Apr. and Oct.	Philadelphia.	1894	....	Williamston and Tarboro:						
Loan of 1888 (United Compa's)	154,000	6	Feb. and Aug.	"	1888	96	1st Mortgage.....	350,000	8	May and Nov.	New York.	1900	....
Bond to State of N. Jer. (U. Co's)	600,000	7	(Due 90 days after demand.)	London.	1890	....	Wilmington, Colum. & Augusta:						
Sterling S. F. \$262,000 (C. & A. M.)	1,310,000	60	Feb. and Aug.	Philadelphia.	1883	103	1st Mortgage.....	3,800,000	7	June & Dec.	Baltimore.	1900	81
Loan of 1883 (Camden & Amb'y)	1,700,000	6	June & Dec.	Princeton.	1889	102 1/2	Wilmington and Reading:						
Loan of 1889 ( " )	868,000	6	May and Nov.	Philadelphia.	1889	111	1st Mortgage.....	1,200,000	7	Apr. and Oct.	Philadelphia.	1900	43
Mortg. Loan ( " )	5,000,000	6	Feb. and Aug.	New York.	1873	....	2d Mortgage coupon or regis...	1,700,000	7	Jan. and July.	"	1902	10
Loan of 78 (N. J. R. R. & T. Co.)	450,000	6	Apr. and Oct.	N. Y. (Over Due.)	....	....	Wilmington and Weldon:						
Bond to State of N. J. (do.)	100,000	7	"	"	....	....	Sterling Bonds.....	648,700	60	Jan. and July.	London.	1881	....
Utah Central:							Sterling Bonds.....	221,400	70	May and Nov.	"	1886	....
1st Mortgage.....	1,000,000	6	Jan. & July.	Salt Lake City	1890	....	Sinking Fund gold, Bonds.....	749,000	70	Jan. and July.	New York.	1896	100 1/2
Utah Southern:							Wilmington and Western (Del.):						
1st Mortgage.....	660,000	7	Jan. & July.	Salt Lake City	1891	....	1st Mortgage.....	500,000	7 1/2	J. A. J. & O.	Phil. & Wilm.	1892	....
Utica and Black River:							Winona & St. Peter (C. & N. W.):						
1st Mortgage.....	200,000	7	Jan. & July.	N. Y. & Utica.	1878	....	1st Mortgage \$20,000 p. m.....	2,750,000	7	Jan. and July.	New York.	1887	79
Bonds of 1871 (2d issue).....	575,000	7	"	"	1891	....	2d Mortgage \$12,000 p. m.....	1,650,000	7	May and Nov.	"	1907	67 1/2
Utica, Ithaca and Elmira:							Extension mortgage bonds.....	4,375,000	70	June & Dec.	"	1916	....
1st Mortgage, Sterling.....	1,500,000	7 1/2	Jan. & July.	London.	1902	....	Wisconsin Central:						
Vermont Cent. - See Central Vt.							1st M. L. G. gold S. F. \$25,000pm	4,618,500	70	Jan. and July.	Boston.	1901	84
Vermont and Massachusetts:							Worcester (Md.):						
1st Mortgage sinking fund.....	550,000	6	Jan. and July.	Boston.	1883	104	1st Mortgage.....	210,000	6	Jan. and July.	Baltimore.	1891	....
Convertible bonds, tax free.....	200,000	7	"	"	1879	104 1/2	Worcester and Nashua:						
Convertible bonds.....	150,000	7	"	"	1885	103 1/2	Plain Bonds.....	125,000	7	Jan. and July.	Boston.	1881	....
Vicksburg and Meridian:							Plain Bonds.....	185,300	6	Various.	"	'81-'87	....
1st series (red).....	717,500	7	Jan. and July.	Philadelphia.	1890	....	Plain Bonds.....	250,000	7	Apr. and Oct.	"	1893	107
General 2d series (blue).....	850,000	7	"	"	1890	....	CANAL BONDS.						
Mortgage 3d series (black).....	138,000	7	"	"	1890	....	Chesapeake and Delaware:						
4th series (not end.).....	1,141,700	7	Apr. and Oct.	"	1890	....	1st Mortgage sinking fund.....	1,993,750	6	Jan. and July.	Philadelphia.	1886	85
Special Loan 1871.....	213,000	8	Jan. and July.	"	1890	....	Chesapeake and Ohio:						
Vineland:							Sterling Loan guaranteed.....	4,375,000	60	J. A. J. & O.	London.	1890	....
1st Mortgage tax free.....	750,000	7	Apr. and Oct.	New York.	1890	....	Preferred Bonds (next lien).....	1,699,500	6	Jan. and July.	Baltimore.	1895	82 1/2
Virginia & Tennessee (A. M. & O.):							Delaware Division (L. C. & N.):						
1st Mortgage.....	990,000	6	Jan. and July.	N. Y. & Lynch.	1873	....	1st Mortgage, guaranteed.....	800,000	6	Jan. & July.	Philadelphia.	1878	98
3d Mortgage.....	990,000	6	"	"	1884	80	Delaware and Hudson:						
5th Mortgage.....	999,000	6	March & Sept.	"	1900	85	1st Mort. (1st series, Nov. 1, '67	1,500,000	7	May and Nov.	New York.	1877	102
Registered Certificates.....	54,191	8	Jan. and July.	"	1875	....	regis. 2d series, July 1, 1869	3,500,000	7	Jan. and July.	"	1884	98 1/2
Funded Interest.....	226,900	8	"	"	1880	....	tered. 3d series, Jan. 1, 1871	6,000,000	7	"	"	1891	99 1/2
Wallkill Valley (Erie):							Coupon bonds of 1874.....	3,000,000	7	Apr. and Oct.	"	1894	100 1/2
1st Mortgage gold, tax free.....	810,500	70	Apr. and Oct.	New York.	1901	....	Registered bonds of 1874.....	2,000,000	7	"	"	1894	....
Warren (D. L. & W.):							Lehigh Coal and Navigation:						
1st Mortgage, guaranteed.....	511,400	7	Feb. and Aug.	New York.	1875	....	Loan of 1877, Debentures.....	762,779	6	June & Dec.	Philadelphia.	1877	64
2d Mortgage, guaranteed.....	750,000	7	May and Nov.	"	1900	106	Convertible Debentures.....	41,550	6	"	"	1882	90 1/2
Warren & Franklin (P. T. & B.):							Convertible Loan, gold.....	771,000	60	March & Sept.	"	1894	92
1st Mortgage, assumed.....	1,500,000	7	Feb. and Aug.	Philadelphia.	1882	80	1st Mortgage, registered.....	5,381,933	60	J. A. J. & O.	"	1884	92
Warwick Valley (Erie):							1st Mortgage, reg. (R. R.).....	2,000,000	6	F. M. A. & N.	"	1897	104
1st Mortgage.....	60,000	7	Apr. and Oct.	New York.	1880	....	Mortgage (equip.) Loan, gold.....	4,658,500	60	June & Dec.	"	1897	104
Wasatch and Jordan Valley:							Consolidated Mortgage.....	1,115,000	7	"	"	1911	80
1st Mortgage.....	150,000	90	May and Nov.	New York.	1893	....	Greenwood Mortgage Loan.....	717,000	7	Feb. and Aug.	"	1892	....
Washington City, Va. Mid. & Gt. So:							Greenwood Mortgage Loan.....	140,000	6	Apr. and Oct.	"	1877	....
1st Mort. (O., Alex. & Manassas)	1,850,000	7	Jan. and July.	Baltimore.	1882	70	Monongahela Navigation:						
2d Mort. ( " )	350,000	7	"	"	1891	....	1st Mortgage.....	103,000	6	Jan. and July.	New York.	1867	....
1st Mort. Orange & Alexandria	400,000	6	May and Nov.	"	1873	89	Morris and Banking:						
2d Mort. ( " )	1,200,000	6	Jan. and July.	"	1875	73	1st Mortgage.....	500,000	6	Apr. and Oct.	Philadelphia.	1876	99
3d Mort. ( " )	600,000	8	May and Nov.	"	1873	60	Boat Loan, sinking fund.....	236,965	7	Apr. and Oct.	"	1890	102
4th Mort. ( " )	700,000	8	March & Sept.	"	1880	33	Preferred Stock Dividend Scrip.	103,164	7	Jan. and July.	"	1887	....
Funded Coupons (do.)	722,664	....	"	"	....	....	Pennsylvania:						
1st Mort. (Lynchburg & Danville)	521,000	....	Apr. and Oct.	"	1896	....	1st Mortgage skg fund guar.....	2,805,000	6	Jan. and July.	Philadelphia.	1910	60

## RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &amp;c., &amp;c.

*An asterisk (\*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A dash (—) across the column signifies "nil," and running dots (....) signify "Not ascertained."*

Year ending	Railroad.		Rolling Stock.		Property and Assets.		Abstract of General Balance Sheet.			Operations.		Earnings.		Value of Shares.													
	Main Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.		Engines.	Car.	Freight.	Pass.	B. M. E.	Rolling Stock.	Assets.	Accounts and Cash.	Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Trains Moved.	Passen-gers.	Freight.	Gross.	Net.	Dividends.	Par.	Market.	Value of Shares.
Sept. 30, 1875	60.0	2.8	125.0	3	4	2	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Oct. 31, 1875	61.3	2.8	125.0	3	4	2	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Nov. 30, 1875	61.3	2.8	125.0	3	4	2	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Dec. 31, 1875	61.3	2.8	125.0	3	4	2	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Jan. 31, 1876	61.3	2.8	125.0	3	4	2	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Feb. 28, 1876	61.3	2.8	125.0	3	4	2	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Mar. 31, 1876	61.3	2.8	125.0	3	4	2	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Apr. 30, 1876	61.3	2.8	125.0	3	4	2	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
May 31, 1876	61.3	2.8	125.0	3	4	2	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
June 30, 1876	61.3	2.8	125.0	3	4	2	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
July 31, 1876	61.3	2.8	125.0	3	4	2	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Aug. 31, 1876	61.3	2.8	125.0	3	4	2	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Sept. 30, 1876	61.3	2.8	125.0	3	4	2	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Oct. 31, 1876	61.3	2.8	125.0	3	4	2	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Nov. 30, 1876	61.3	2.8	125.0	3	4	2	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Dec. 31, 1876	61.3	2.8	125.0	3	4	2	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Jan. 31, 1877	61.3	2.8	125.0	3	4	2	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Feb. 28, 1877	61.3	2.8	125.0	3	4	2	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Mar. 31, 1877	61.3	2.8	125.0	3	4	2	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Apr. 30, 1877	61.3	2.8	125.0	3	4	2	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
May 31, 1877	61.3	2.8	125.0	3	4	2	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
June 30, 1877	61.3	2.8	125.0	3	4	2	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
July 31, 1877	61.3	2.8	125.0	3	4	2	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Aug. 31, 1877	61.3	2.8	125.0	3	4	2	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Sept. 30, 1877	61.3	2.8	125.0	3	4	2	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Oct. 31, 1877	61.3	2.8	125.0	3	4	2	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Nov. 30, 1877	61.3	2.8	125.0	3	4	2	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Dec. 31, 1877	61.3	2.8	125.0	3	4	2	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Jan. 31, 1878	61.3	2.8	125.0	3	4	2	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Feb. 28, 1878	61.3	2.8	125.0	3	4	2	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Mar. 31, 1878	61.3	2.8	125.0	3	4	2	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Apr. 30, 1878	61.3	2.8	125.0	3	4	2	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
May 31, 1878	61.3	2.8	125.0	3	4	2	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
June 30, 1878	61.3	2.8	125.0	3	4	2	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
July 31, 1878	61.3	2.8	125.0	3	4	2	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Aug. 31, 1878	61.3	2.8	125.0	3	4	2	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Sept. 30, 1878	61.3	2.8	125.0	3	4	2	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Oct. 31, 1878	61.3	2.8	125.0	3	4	2	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Nov. 30, 1878	61.3	2.8	125.0	3	4	2	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Dec. 31, 1878	61.3	2.8	125.0	3	4	2	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Jan. 31, 1879	61.3	2.8	125.0	3	4	2	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Feb. 28, 1879	61.3	2.8	125.0	3	4	2	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Mar. 31, 1879	61.3	2.8	125.0	3	4	2	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Apr. 30, 1879	61.3	2.8	125.0	3	4	2	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
May 31, 1879	61.3	2.8	125.0	3	4	2	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
June 30, 1879	61.3	2.8	125.0	3	4	2	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
July 31, 1879	61.3	2.8	125.0	3	4	2	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Aug. 31, 1879	61.3	2.8	125.0	3	4	2	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Sept. 30, 1879	61.3	2.8	125.0	3	4	2	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Oct. 31, 1879	61.3	2.8	125.0	3	4	2	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Nov. 30, 1879	61.3	2.8	125.0	3	4	2	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Dec. 31, 1879	61.3	2.8	125.0	3	4	2	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Jan. 31, 1880	61.3	2.8	125.0	3	4	2	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Feb. 28, 1880	61.3	2.8	125.0	3	4	2	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Mar. 31, 1880	61.3	2.8	125.0	3	4	2	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Apr. 30, 1880	61.3	2.8	125.0	3	4	2	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
May 31, 1880	61.3	2.8	125.0	3	4	2	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
June 30, 1880	61.3	2.8	125.0	3	4	2	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
July 31, 1880	61.3	2.8	125.0	3	4	2	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Aug. 31, 1880	61.3	2.8	125.0	3	4	2	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Sept. 30, 1880	61.3	2.8	125.0	3	4	2	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Oct. 31, 1880	61.3	2.8	125.0	3	4	2	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Nov. 30, 1880	61.3	2.8	125.0	3	4	2	1	1	1																		



[illegible]







## RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &amp;c., &amp;c.

(Table 6-63) occurring. The column headed "Rolling Stock" signifies that the cost thereof is included; in that headed "Railroad" A dash (—) across the column signifies "nil," and running date (....) signify "not ascertained."

[illegible]



[illegible]

ROLLING STOCK, DEBTS, INCOME, DIVIDENDS, & C., & C.

**RAILROAD SHARE LIST, INCLUDING MINORS, READING STOCK,**

"an asterisk (\*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A dash (—) across the column signifies "nil," and running dots (.....) signify "not ascertained."

"in the column headed "Traffic," State-old Railroads are distinguished by a "1,"

[illegible]

### Philadelphia Stock Exchange.

*Closing Prices for the week ending Sept. 18.*

W. 12. Th. 13. F. 14. Sat. 15. M. 17. Tu. 18.

Allegany Val. 1 3-10s.	7s.	Income.	40	100
Camden & Am. 6s, 1885.	6s, 1889.	Mort. 6s, 1889.	111	103
Camden and Atlantic.	Preferred.	1st mortgage.		
2d mortgage.	Catawissa.	Preferred.		
New preferred.	7s, new.	101	101	29
Dal. & Bound Brook.	99	99		
Elmira & Williamsport.	Preferred.	41		
7s.	Hunt. & B. Top Mt.	2		2
Preferred.	2d mortgage.			
Lehigh Navigation.	18	19	19	19
6s, 1884.	104	88	88	20
Gold Loan.	87	88		
Railroad Loan.	104	104	104	
Conv. Gold Loan.				
Lehigh Valley.	30	36	30	39
6s, new, coupon.				108
6s, new, registered.				
7s.	110	111	111	
Consol. mort. 6s.	93			
Little Schuylkill.				
Minehill & Sch. Haven.				
North Pennsylvania.				
1st mortgage 6s.			107	
2d mortgage 7s.				
Gen'l mort. 7s, coup.				107
Gen'l Mort. 7s, reg.				
Northern Central.				
ennsylvania R. R.	20	25	20	20
1st mortgage.				20
Gen'l mortgage.	104		107	107
Gen'l mort. reg.				
Consol. mort. 5s, reg.			90	90
Penn. & N. Y. Canal 7s.		109	109	
Penn. State 6s, 2d series.	102	102	102	
dc, 3d series.			110	
dc, 5s, new.		110		
Philadelphia City. 6s.	106			108
6s, new.	113	113	113	113
Phila. and Reading.	10	10	10	10
Debenture bonds.				
7s, of 1893.				
7s, new convertible.	55		55	
Gen'l mortgage 7s.	101		102	102
Gen'l mortgage, reg.			9	
Philadelphia and Erie.	9	9	9	9
1st mortgage, 6s.			104	
2d mortgage, 7s.			96	96
Pittsb., Cin. & St. L. 7s.	71	71	72	71
Pittsb., Titusv. & Buff.	8	8	7	8
7s.		54	55	
Schuylkill Navigation.				
Preferred.				
6s, 1872.	80			90
6s, 1882.				
6s, 1896.		129	129	130
United Co. of N. Jersey 130				130
Hestonville, (Horse).	113		12	
Chestnut & Wal. (do.)				
Germantown (do.)			47	
Green and Coates (do.)				35
Lombard & 8th. (do.)				
2d and 3d streets (do.)	67			
Spruce and Pine (do.)			27	27
13th and 15th sts (do.)				

### Baltimore Stock Exchange.

**Closing Prices for the week ending Sept. 18**

W.12.Tb,13.F.14. Sat.15. M.17.Tu.18.

Baltimore and Ohio	1124	1174	115
cs, 1880	.....	.....	.....
cs, 1885	107	.....	.....
Central Ohio	.....	.....	.....
1st mortgage	101	.....	1014
Marietta & Cincinnati	.....	.....	.....
1st mortgage, 7s	97	96	.....
2d mortgage, 7s	55	50	52
3d mortgage, 8s	25	20	21
Northern Central	.....	.....	.....
2d mortgage, 6s 1885	.....	.....	105
3d mortgage, 6s, 1900	.....	.....	.....
6s, 1900, Gold	96	95	.....
Orange and Alex. 1st	.....	.....	.....
2d mortgage, 6s	.....	.....	.....
3d mortgage, 8s	.....	.....	.....
4th mortgage, 8s	.....	.....	.....
O., Alex. & Manassas 7s	.....	70	70
Pittab. & Connellsw. 7s	101	101	101
Virginia 6s, Consol	61	62	64
Consol. Coupons	80	81	82
Deferred Certificates	.....	.....	.....
Western Maryland	.....	.....	.....
1st M., end. by Balt.	.....	.....	.....
2d M., do.	.....	.....	.....
3d M., do.	.....	.....	.....
1st M., unendorsed	.....	.....	.....
2d M., end. Wash. Co.	.....	.....	.....
3d Mort., preferred	.....	.....	.....
City Passenger R. R.	34	.....	.....



**New York Stock Exchange.**

*Closing Prices for the week ending Sept. 19.*

	Th. 13.	F. 14	Sat. 15.	M. 17.	Tu. 18.	W. 19.
Adams Express.....	97½	100	..	99½	100	99
Albany and Susq.....	70	70	..	70	..	70
1st mortgage.....	109	..	..	..	..	70
2d mortgage.....	..	..	..	..	..	..
American Express.....	55	52½	..	51	52	52½
Am. Dock and Imp. 7s.....	..	..	..	..	..	..
Atlantic & Pacific Tel. 2½.....	21	21	..	..	..	..
Bost., Hart, & Erie Ist.....	..	..	..	59	60	60
Burl., C. R. & Nor. Ist.....	..	..	..	59	60	60
Central of N. Jersey .. 17	10½	..	..	17½	17½	18
1st mortgage, new.....	..	..	..	110	110	110
7s, consolidated.....	..	..	..	69	..	..
7s, convertible.....	63	63½	..	..	..	64
Central Pacific 6s, gold 105½	105½	..	..	105½	..	105½
1st M. (San Joaquin).....	88½	88½	88½	..	..	105½
1st M. (Cal. and Or.).....	87½	..	..	..	..	..
Land grant 6s.....	87½	..	..	..	..	..
Chicago and Alton.....	..	..	..	..	..	..
Preferred.....	..	..	..	..	..	..
1st mortgage.....	..	..	..	..	..	..
Sinking Fund.....	..	..	..	..	..	..
Income bonds.....	100	101	..	101½	101	101
Chic. Burl. & Quincy 100½	101½	..	..	101½	101	101
7s Consol. 1903.....	109½	109½	..	109	109	109
8s, 1883.....	114½	..	..	..	..	..
Chic. & Milwaukee Ist.....	..	..	..	..	..	..
Chic., Mil. and St. Paul. 32½	32½	33½	34½	34½	35	35
Preferred.....	69½	69	69½	70	70	70
1st mortgage, 8s.....	..	..	..	..	..	..
2d mortgage, 7 3-10s.....	..	..	..	..	..	..
7s, gold.....	100	..	..	..	..	..
1st M. (La. Crosee div.).....	103	..	..	..	..	..
1st M. (I. and M. div.).....	91	..	..	92	..	105
1st M. (I. and D. div.).....	..	..	..	..	..	..
1st M. (C. & D. div.).....	..	..	..	..	..	..
1st M. (C. & M. div.).....	..	..	..	..	..	..
Consolidated S. F.....	..	89½	89½	..	..	89
Chic. & Northwestern. 33½	34	34½	35½	35½	36	36
Preferred.....	61½	61½	62½	63½	63½	63
1st mortgage.....	..	..	..	..	..	..
Sinking Fund.....	..	..	..	..	..	..
Consolidated 7s.....	107	..	..	..	..	..
Consol. Gold bonds.....	90	91	91½	91½	92	92
Do, reg.....	..	..	..	..	..	..
Chic., Rock Isl. & Pac. 101½	101½	101½	102½	102½	103	103
7s, 1896.....	..	..	..	..	..	..
6s, S. F.....	..	..	..	105½	105½	105½
6s, 1917.....	105½	105½	105½	105½	105½	105½
Clev., Col., C. and Ind. 32½	32½	34	36½	36½	36½	36½
1st mortgage.....	..	..	..	100	100	100
Clev. & Pittsburg guar. 82	82½	82½	82½	82½	..	..
7s, Consolidated.....	..	..	..	..	..	..
4th mortgage.....	104	..	..	..	..	..
Clev., P. and Ash. 7s.....	..	..	..	..	..	..
7s, new.....	..	..	..	..	..	..
Col., Chi., & Ind. Cent. 4	..	..	4½	4½	..	..
1st mortgage.....	36	..	34½	..	..	..
2d mortgage.....	..	..	10	..	..	..
Del. & Hudson Canal. 47½	48½	50	49½	49½	49½	49½
Reg. 7s, 1891.....	..	99½	..	..	..	..
Reg. 7s, 1884.....	..	..	..	..	..	..
7s, 1894.....	..	..	100½	..	..	..
Del., Lack. & Western. 49½	49½	53	52½	52½	52½	52½
2d mortgage 7s.....	..	..	..	..	..	..
7s, Convertible.....	..	..	..	..	..	..
Det., Mon. & Tol. Ist.....	..	..	..	..	..	..
Dt. of Columbia 3-6ss.....	73½	73½	..	..	..	..
Erie Railway.....	101	101	101½	111	111	111
Preferred.....	..	..	..	..	..	..
1st mortgage.....	..	..	..	..	..	..
2d mortgage.....	102½	..	..	..	..	..
3d mortgage.....	102½x	..	..	..	..	..
4th mortgage.....	..	..	..	..	..	..
5th mortgage.....	..	..	..	..	..	..
Great Western 1st mort....	98x	..	..	..	..	..
2d mortgage.....	..	..	..	..	..	..
Hannibal & St. Joseph 2½	18½	14	14	13½	..	..
Preferred.....	27	30½	31	31	31	31
8s, Convertible.....	85½	87½	87	87	87	87
Hudson River 2d mort....	..	..	..	..	..	..
Illinois Central.....	69½	69½	..	70½	70½	..
Kansas Pacific 1st mort....	..	..	..	..	..	..
Lake Shore & Mich. 8s. 62½	62½	63½	64½	65½	65½	65½
Consol. 7s.....	..	..	..	107x	..	..
Consol. 7s, reg.....	..	..	..	..	107x	..
2d Consolidated.....	..	..	..	..	..	..
Lake Shore Div. bonds.....	..	..	..	..	..	..
Leh. & W.B. 7s, Con.....	..	..	34	..	35	..
Long Dock bonds.....	..	..	..	..	..	..
L'ville & Nash. 7s Cons 98½	..	..	..	..	..	..
Michigan Central.....	68½	68½	69	60½	60½	60½
7s, 1902.....	..	..	105	105	105	105
8s 1882.....	..	..	..	..	..	..
M. B. and N. I. 1st, S.F.....	..	..	..	62½	..	..
2d mortgage.....	..	72	78½	78	77½	..
Morris and Essex.....	76½	110½	..	..	116½	..
1st mortgage.....	..	..	..	..	..	..
2d mortgage.....	..	100½	..	100	..	..
7s of 1871.....	100½	100½	..	100	..	..
7s, Convertible.....	100½	..	..	..	..	..
7s, Consolidated.....	..	..	..	..	..	..
N. Y. Cent. & Hud. Riv. 103½	103½	104½	103½x	108½	108½	108½
7s, Sinking fund, 1876.....	..	..	..	..	..	..
6s, Sinking fund, 1888.....	..	..	..	117½	117½	117½
6s, Sinking fund, 1887.....	..	..	..	..	..	..
1st mortgage.....	..	..	..	..	..	..
1st mortgage, reg.....	..	..	..	..	..	..
N. York and Harlem.....	..	..	..	142½	142½	142½
Preferred.....	118	..	..	..	..	..
1st mortgage.....	118	..	..	..	..	..
1st mortgage, reg.....	118	..	..	..	..	..

**New York Stock Exchange.**

*Closing Prices for the week ending Sept. 19.*

	Th.13.F.14.Sat.15.M.17.Tu.18.W.19.			
New Jersey.....				
N.Y., N.Haven & Hart.....	159	163	153	
North, Missouri & Hart.....	61	69	69	69
Ohio and Mississippi.....	11	61	12	71
Preferred.....	11	10	12	13
2d mortgage.....	50	50	50	51
Consolidated 7s.....	92			93
Consol. Sinking fund.....		93		93
Pacific Mail S. S. Co. 24.....	24	23	24	23
Pacific R. R. of Mo.....				
1st mortgage.....	98	98		98
2d mortgage.....				91
Panama.....	112	111	112	
Pitts., Ft. W. & Chi. g'd 91	91	92	92	96
1st mortgage.....				
2d mortgage.....				
3d mortgage.....				
Quicksilver Mining Co. 18	19			19
Preferred.....	52		32	34
St. L., Alton and T. H.....			17	17
Preferred.....				
1st mortgage.....				
2d mort. preferred.. 84		84		
Income bonds.....			70	
St. L., Iron Mt. & S'thn 51	51	61		
1st mortgage.....	95		95	96
2d mortgage.....				
St. L., Jack. & Chi. 1st.107				
St. L., Kan. City & N.....	4		4	
Preferred.....	24		24	24
Tol., P. & War. 1st E.D.....				
1st mort., West. Div.....				
Tol., Wab. & Western.....				
Preferred.....				
1st mortgage.....				
2d mortgage.....			74	
7s, Consolidated.....				
St. Louis Division.....	80	80	80	
Union Pacific.....	69	69	69	69
1st mortgage.....	104	104	104	104
Land Grant 7s.....		105		
Sinking Fund 8s.....	94	94	94	94
United States Express.....	47	47		
Wells-Fargo Express.....		84		
Western Pacific bonds.....	100			100
Western Union Tel.....	81	81	82	82
7s, S. F. conv., 1900.....				81

### Boston Stock Exchange.

**Closing Prices for the week ending Sept. 19.**

	Ach., Top. and San. Fe.	Th. 13. F. 14. Sat. 15 M. 17. Tu. 18. W. 19.			
1st mortgage.....	59	88½	83½	131	88½
2d mortgage.....				52½	
Land Grant 7s.....					80
Income 12s.....			101		
Boston and Albany.... 123				123½	
7s, reg.....					
6s, 1895.....		100½			
Boston and Lowell.....		100½			7
7s.....					
Boston and Maine.....					94
Boston and Providence 123		124		126	126½
Boston, Hart. & Erie 7s 131	131			131	131
Boston Water Power.. 24	24			24	24
Burl. & Mo. R. L. G. 7s.....					24
Burl. & Mo. R. in Neb.....				38½	
8s, old.....					
8s, new.....					101
Chl., Burl. and Quincy.... 100	100½	101½			101½
7s.....	108½	108½		108½	108½
5s, new.....					2
Cin., Sand. and Clev.....		24		24	
Concord (\$50).....					128½
Connecticut River.....					4
Eastern.....	4½	4½		4½	4½
Scrip.....		50½			
New 3½ Bonds..... 51		50½		50½	50½
Fitchburg.....	104½			104½	104½
Ind., Cin. & Lafayette.....					
Kan. C., Top. & West.....					
1st mortgage.....					
Michigan Central..... 59½	58½	58½		61½	90
Nashua and Lowell.....					
Northern, N. H.....					
Norwich & Worcester.....				120	
Ogden & Lake Champ.....					
Preferred.....		94½			
Old Colony..... 92½	92½			93	93
7s.....					
Ph., Wil. & Balt. (\$50). 62				62½	
Portl'd, Saco & Portm.....					
Pueblo & Ark. Val.....					
7s.....					
Pullman Palace Car.....					78
Union Pacific.....	70				
6s.....				103½	173
Land Grant 7s.....	101½				
Sinking Fund 8s.....	94½	94½		94½	94½
Vermont and Canada.....				19	
Vermont and Mass.....					110
Worcester and Nashua.....					
Cambridge (Horse).....					
Metropolitan ("").....					
Middlesex ("").....					
Central Mining Co.....	39			39	
Calumet and Hecla.... 174	174½	175		176½	
Copper Falls..... 24				34	
Franklin..... 9	9			104	
Quincy..... 98				37	38

**New York Stock Exchange.**

**Closing Prices for the week ending Sept. 19**

Th. 13. F. 14. Sat. 16. M. 17. Tu. 18. W. 19.						
FEDERAL STOCKS:—						
U. S. 4s, 1907, reg.....	102½	102½	102½	101½	101½	101½
U. S. 4s, 1907, coup.....	.....	.....	.....	.....	.....	.....
U. S. 4s, 1891, reg.....	105½	.....	105½	105½	.....	105½
U. S. 4s, 1891, coup.....	105½	.....	105½	105½	105½	105½
U. S. 5s, 10-40s, reg.....	107½	.....	107½	.....	.....	107½
U. S. 5s, 10-40s, coup.....	109½	.....	.....	107½	.....	.....
U. S. 5s, 1881, reg.....	107½	.....	.....	107½	107	107½
U. S. 5s, 1881, coup.....	107½	.....	.....	107½	107½	.....
U. S. 6s, 1881, reg.....	109½	109½	109½	109½	.....	109½
U. S. 6s, 1881, coup.....	110½	.....	110½	.....	110½	110½
U. S. 6s, 5-20s, r. n. 1865	108½	.....	108½	108½	.....	108½
U. S. 6s, 5-20s, c. n. 1865	108½	.....	108½	108½	.....	108½
U. S. 6s, 5-20s, reg. 1867	.....	.....	107½	107	107	107
U. S. 6s, 5-20s, c. 1867	107½	.....	107½	107	107½	107½
U. S. 6s, 5-20s, reg. 1868	.....	.....	.....	.....	.....	.....
U. S. 6s, 5-20s, c. 1868	.....	.....	.....	.....	.....	109½
U. S. 6s, Pac. R.R. issue	122½	.....	.....	.....	.....	.....

### London Stock Exchange.

—Closing Prices.—

	Sept. 7.	Aug. 31.
Atlantic & Gt. W. 1st mort. \$1,000.....	22 - 24	20 - 22
Do. 2d mort. \$1,000.....	10 - 12	8 - 10
Do. 3d mort. \$1,000.....	5 - 6	4 1/2 - 5
Do. 1st mort. trust. certificates.....	22 - 24	20 - 22
Central Pacific of California 1st mort. 105 1/2	104 1/2	104 - 106
Detroit & Milwaukee 1st mort. bonds	30 - 40	30 - 40
Do. 2d do.	30 - 40	30 - 40
Erie shares, \$100.....	124 - 12 1/2	11 - 11 1/2
Do. Reconstruction Assess. 96 pl. 15	17	18 - 17
Do. do. 84 pd. 144	15 1/2	14 1/2
Do. Preference Shares.....	21 - 23	18 - 20
Do. 7 Convertible Gold Bonds.....	38 - 40	37 - 39
Do. Reconstruction Trustees Cer.....	38 - 40	37 - 39
Do. 1st Consol. Mort. Sterling.....	73 - 80	78 - 80
Do. with Rec. T's Certs. of 6 Cou.....	76 - 77	75 - 77
Illinois Central \$100 shares.....	68 - 70	62 - 65
Lehigh Valley Consol. mortgage.....	91 - 93	88 - 93
Marquette and Cincinnati Railway.....	- -	- -
N. Y. Cent. & Hud. Riv. Mt. bonds.....	116 - 117	115 - 116
Do. 1st mortgage.....	101 - 102	99 - 100
Pennsylvania, \$50 shares.....	28 - 29	28 - 29
Do. 1st mortgage.....	101 - 103	101 - 103
Philadelphia and Reading \$50 sh. a. 104	174 - 175	155 - 160
Pittsburg, Ft. W. & Chic. Eqp. p. bds. 96	98	96 - 98
Union Pacific Land Grant 1st mort. 103	102	102 - 103

**American Railroad Journal.**

**Saturday, September 22, 1877.**

### Financial and Commercial Affairs.

No change has been reported in the Money line during the week adverse to the borrowing interest. The supply of Money available at this point, has been liberal, in excess of the requirements of the market, serving to keep down loan and discount rates to low figures for the season. The several financial and commercial embarrassments and suspensions reported within the week made little impression on the general market. The inquiry from mercantile sources has been on a comparatively moderate scale, and easily met, without disturbing quotations. The demand on speculative account has been less urgent. Further shipments have been reported of currency to the interior, to facilitate crop movements. Call loans were quoted here at the close at  $2\frac{1}{2}\%$  @6, with most of the important negotiations reported on the basis of  $3\%$  @4 per cent; and very choice to prime mercantile credits are rated at  $5\frac{1}{2}\%$  @7 per cent per annum for the best names. The City bank exhibit of last week indicated a decrease in the loan and discount average of \$125,800, and an increase in the item of circulation of \$8,700. The average of deposits was reduced \$1,991,700. The legal tender reserve fell off \$1,258,000; and the specie average \$48,600. The City bank net reserve of specie and legal tender notes now shows an excess over the legal requirement of reserve to liabilities of \$11,813,300, as against \$12,621,975 the preceding week. The City bank exchanges in currency reached \$379,235,693, or a daily average of \$63,205,949.

On Wednesday of this week the cash balances of

the Treasury Department at Washington were: of Currency, \$13,625,744; special deposit of legal tenders for the redemption of certificates of deposit, \$52,930,000; Coin, \$108,528,339, including of Coin certificates, \$40,085,300.

The outstanding amount of legal tender notes is \$357,976,164. The National bank circulation is now \$315,338,576 of currency notes and \$1,432,120 of national gold bank notes. National Bank notes received at the Treasury Department last week for redemption were to the amount of \$4,040,000.

The U. S. Sub-Treasury in this city closed the week ending on Wednesday with a currency balance of \$45,380,815, against \$47,347,298 the preceding Wednesday; and a coin hoard of \$90,731,886, against \$89,014,561 on the return of a week earlier. The Customs revenue of the port during the past week was \$2,367,891.

Government securities have been less freely purchased, the decline in gold and the consequent depression in values tending to check operations, especially on investment account. Toward the close more inquiry was noted for the leading issues, partly from the savings banks and trust fund sources. At the close on Wednesday the current quotations were as follows:

United States currency notes, 121¼@122; do. 6s, 1881, registered, 109¼@109¾; do. coupon, 110¼@110¾; do. 1865, new, registered, 105¼@105¾; do. coupon, 105¼@105¾; do. 1867, registered, 107¼@107¾; do. coupon, 107¾@107¾; do. 1868, registered, 109¼@110; do. coupon, 109¾@120; do. ten-forties registered, 107¼@107¾; do. coupon, 108¼@108¾; do. five per cents, 1881, registered, 107¼@107¾; do. coupon, 107¾@107¾; do. 4½ per cents, 1891, registered, 105¼@105¾; do. coupon, 105¾@105¾; do. 4 per cents, 1907, reg., 101¼@101¾; Central Pacific Gold Bonds, 105@106.

The amount of U. S. bonds held by the Treasury of the United States as security for the National Bank circulation is \$337,514,650, and \$15,224,000 as security for public deposits.

State Bonds have met with a moderate sale on investment account, and as a rule have been without important changes as to market values. A fairly active inquiry has been noted for the better class of Railway Mortgages which have been generally quoted quite firm in price, on a very moderate offering of the more desirable loans. And in the line of Railway and Miscellaneous share property the week's business has shown more animation, with a very general recovery in prices from the depression and irregularity which characterized the earlier dealings, influenced by the more encouraging reports in the commercial line as to the gratifying progress of the Fall trade, and the resulting gain to the great carrying interests. The general market left off rather buoyantly.

Gold has further receded in price, having fallen during the week below 103, on freer offerings and a very moderate inquiry from nearly all sources; closing rather more steady. The extremes of the price during the week have been 102¾@103¾, closing at 103¾, as against 103¾ on Wednesday of the preceding week. The specie outflow last week was only \$118,659, making the total exports of specie hence since January 1, \$22,331,446, against \$40,268,445 the same time in the preced-

ing year. The imports of specie at this port last week were \$809,951, since January 1st have been \$10,708,133, as against \$3,793,745 same time last year. The Customs demand for gold last week averaged \$3,911,649 per day. Foreign Exchange has been moderately sought after, at rather easier rates, closing tamely. Bankers' sixty day bills on London closed on Wednesday at \$4 52¼@4 83½; sight bills on London at \$4 86¼@4 87 to the £ sterling. The week's imports of Dry Goods and general merchandise were to the specie value of \$6,337,687 as against \$5,001,875 the corresponding week of 1876. The week's import entries of Foreign Merchandise at New York included \$2,080,991 of Dry Goods, and \$4,256,696 of General Merchandise. The week's export of Domestic Produce and Miscellaneous Goods from this port were to the liberal aggregate of \$6,551,689, against \$5,422,471 same week in 1876.

The income of the Government from internal revenues last week was about 2½ millions, and from Customs last week about three millions.

Business in most kinds of domestic produce has been on a more liberal scale during the week, especially in Breadstuffs, Provisions and Cotton, prices of which have been generally firmer. The export dealings in wheat have been extensive; and with the speculative movement, served to strengthen values. Foreign merchandise has been in fairly active demand at generally steady rates.

An active call was noted early in the week for a few specialties in the Metal line, but the general market was tame. Eglington Pig Iron quoted at \$21@24 50; Glengarnock \$25 50@28; Coltness \$26@27; No. 1 American Pig at \$18@18 50; (with sales of 1,800 tons within the range) No. 2 do. at \$17@17 50; (1,000 tons sold.) Forge \$16@17; American Rails at works \$35@38; (with 1,200 tons reported sold.) Old Rails \$18@19. Wrought Scrap \$22@24. Steel Rails, on the basis of \$47@49 at the mills, (4,000 tons sold on p. t.) Ingot Copper much brisker on the basis of 17½ for large lots, and, at the close, at 18 118½ for smaller amounts, for early delivery.

Hardware, Boots and Shoes and Dry Goods have been freely dealt in and generally quoted firm for seasonable classes of stock, the offerings of which have been on a reduced scale.

The Ocean freight movement has been fairly active, though checked in part by the lighter offerings of accommodation for early use. Liverpool steamer rates at the close for Grain, quoted at 10d. @10½d, Provisions, 45s. @60s.; Tallow, 40s.; Leather, 55s. Measurement Goods at 20s. @25s. per ton; Cotton, 4d. per lb., Tobacco 40s. Liverpool, by sail. Cotton, 4d.; Grain, 9½d. Oil Cake and Slate, 20s.; Measurement Goods 2Cs.; Tobacco 80s. @85s.; Grain rates on charter hence for Cork and orders left off at 7s. @7s. 3d.; for the Continent at 7s. @7s. 3d.; and from Baltimore for Cork and orders, 7s. @7s. 3d. and from Philadelphia at 7s. @7s. 3d. per quarter. Refined Petroleum hence for Cork and orders, 5s. @5s. 3d.; for the Continent, 4s. 6d. @5s. per bbl.

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

New York.—Toledo and Wabash 1st mort. St. L. div., ex mat. coupon, 68; Winona and St. Peter 2d mort., 67½; Nashville, Chattanooga and St.

Louis 1st mort., 82; East Tennessee Virginia and Georgia 1st mort., 90; Buffalo, New York and Erie Renewal bonds, 1916, 106¾; Indianapolis, Bloomington and Western 1st mort., 15; Wabash Pur. Com. Receipts, 13; Missouri, Kansas and Texas S. F. assented, 55½; Boston, Hartford and Erie 7s, guar., 13; Canada Southern 1st mort., coupon on, 57½; Chicago, Burlington and Quincy 5s, S. F., 91; Buffalo and Erie 7s, new, 108; Kansas Pacific R. R., 2; Dubuque and Sioux City R. R., 51; Mariposa L. and M., 1¾; do. pref., 2; Ontario Silver Mining, 21½; Tennessee 6s, old, 41½@42½; do. new, 41½@42½; new series, 41; Virginia 6s, ex mat. coupon, 63; Missouri 6s, issued to H. and St. J. R. R., 106; Louisiana 7s, consol., 82½; Missouri 6s, long bonds, 106¾; Georgia 7s, new, 107. The latest quotations are: Adams Exp., 99@99½; American Exp., 51@52¼; Atlantic and Pacific Telegraph, 20@21; Central Railroad of New Jersey, 17¼@18; Chicago, Burlington and Quincy, 101¼@—; Chicago and Alton, 86@—; do. pref., 101@—; Chicago and Northwestern, 36@36½; do. pref., 63½@63¾; Chicago, Milwaukee and St. Paul, 36½@36¾; do. pref., 70¼@71; Chicago, Rock Island and Pacific, 102¼@102¾; Cleveland, Columbus, Cincinnati and Indianapolis, 40¾@—; Cleveland and Pittsburgh, 82¾@83; Columbus, Chicago and Indiana Central, 44¾; Delaware and Hudson Canal, 49@49½; Delaware, Lackawanna and Western, 52¾@53; Erie, 11¼@11½; do. pref., 21@—; Hannibal and St. Joseph 13¼@14; do. pref., 31@31½; Illinois Central, 70¾@70¾; Lake Shore and Michigan Southern, 64½@64¾; Michigan Central, 60¾@61; Morris and Essex, 77½@78¼; N. Y. Central and Hudson River, 102¾@103½; New York and Harlem, 140@142½; Ohio and Miss., 7@7½; Pacific Mail, 23¾@23¾; Panama, 111¼@112; Pittsburgh, Ft. Wayne and Chicago, 90@—; Quick-silver, 19¼@19½; do. pref., 34¾@35; St. Louis, Iron Mountain, and Southern, 6¼@—; St. Louis, Kansas City, and Northern 4¼@—; do. pref., 24¾@—; Union Pacific 69¾@69¾; U. S. Express, 47½@49; Wells-Fargo Express, 83¾@84½; Western Union Telegraph, 81½@81¾; Wabash, 13¾@13¾.

Philadelphia.—Philadelphia and Reading R. R. inc. bonds, 68; do. scrip, 69; Steubenville and Indiana R. R. 6s, 85; Susq. Coal 6s, 70; Oil Creek R. R. 1st mort. 7s, 86; Allegheny Valley 7s, 88; Nesquehoning Valley R. R. 43; Pennsylvania Car Trust series D, 83¼; Central Transp., 30; Cincinnati 7.30s, 104½; Camden, N. J., 7s, 112. The latest quotations are: City 6s, 107½@108¼; do. free of tax, 113@113¼; Pennsylvania State 6s, 2d series, 102@102¾; do. 3d series, 112@112½; do. 5s, new loan, 108½@110; Philadelphia and Reading, 16¾@16¾; do. Gen'l mort. 7s, coup., 101¾@102¼; do. reg., 101@101½; do. mort. 6s, 1880, 103½@—; do. 7s, new conv. 55@56; do. 7s, 1893, 109½@—; United New Jersey R. R. and Canal Co., 129¾@130½; Camden and Amboy mort. 6s, 1889, 111@111½; Pennsylvania R. R., 29½@29¾; do. 1st mort., 104¼@105; do. gen'l mort. coupon, 106¾@107¼; do. reg., 109@109; do. Consol. mort. 6s, reg., 90@90½; Little Schuylkill R. R., 38½@—; Morris Canal, —@56; do. pref., —@132; Susq. Canal 6s, —@47; Schuylkill Nav., 3@—; do. pref., 6@8; do. 6s, 1882, 57@57; do. 1872, 89¾@90¼; Elmira and Williamsport pref.,



40@42; do. 7s, 101@105; do. 5s, 61@—; Lehigh Coal and Navigation, 103¼@20; do. 6s, 1884, 103@104; do. R. R. loan 104@104½; do. Gold Loan, 87½@88½; North Pennsylvania, 39@40; do. 6s, 106@107½; do. 7s, 112@—; do. Gen'l mort. 7s, reg., 106@107; Philadelphia and Erie, 9½@9¾; do. 6s, 104@—; do. 7s, 96@97; Minehill, 46@—; Catawissa 6½@8; do. pref., 33@35; do. new pref., 29@30; do. 7s, 1900, 100@101½; Lehigh Valley, 39¾@40¼; do. 6s, new coupon, 108½@109; do. reg., 108½@110; do. 7s, reg., 111@112; do. consol. mort., 93@—; Fifth and Sixth streets (horse), 67@70; Second and Third, 66½@67½; Thirteenth and Fifteenth, 39@40; Spruce and Pine, 26@27; Green and Coates, 34@36; Chestnut and Walnut, 52½@55; Hestonville, 12@13; Germantown, 47@49½; Union, 65@70; Lombard and South, 10@—; Ridge Avenue 46@—.

**Baltimore.**—Baltimore City new 5s, 102¼; do. s, 1890, 111¼; do. 6s, exempt, 114½; Richmond City 8s, 115; Cincinnati 7.30s, 104¼; Baltimore and Ohio R. R. 1st pref., 103; South Side (Va.) R. R. 1st mort., 89; do. 2d mort., 70. The latest quotations are: Cincinnati and Baltimore, 7s, 90@100; Wilmington and Weldon 7s, 101@—; Wilmington, Columbia and Augusta 7s, 22@49; Richmond and Danville 1st mort., 73@76; Pittsburg and Connellsville 7s, 1898, 101¼@101¾; Baltimore and Ohio, 114½@115; do. 1st pref., 103@104½; do. 2d pref., 98@100; do. 6s, 1880, 102½@—; do. 1885, 107@—; Northern Central, 16@17; do. 6s, 1885, 105@106; do. 6s, 1900, 103@—; do. 6s, 1900, gold, 95@96; Marietta and Cincinnati 1st mort. 7s, 1892, 96@97; do. 2d mort. 7s, 50½@50¾; do. 3d mort. 8s, 20½@21¼; Central Ohio, 25@—; do. pref. —@44; do. 1st mort., 101¼@101¾; Western Maryland 1st mort. 6s, 1890, 90½@—; do. 1st mort. guar., 108@—; do. 2d mort. guar., 108@—; do. 3d mort. guar., 109@112; do. 2d mort. pref., 60@70; do. 2d mort. guar. by Washington Co., 102@—; Virginia and Tennessee 2d mort. 6s, 84½@87; do. 3d mort. 8s, 84@90; Orange and Alexandria 1st mort. 6s, 81@90; do. 2d mort. 6s, 68@75; do. 3d mort. 8s, 50@65; do. 4th mort. 20½@40; Orange, Alex. and Manassas 7s, 69@70¾; Baltimore 6s, 1884, —@112; do. 1886, 112@—; do. 1886, new, 111@112½; do. 1890, 111¼@112; do. 1900, 111@—; do. 1900, new, 112½@—; do. 1902, 113½@—; do. 1902, new, 111½@—; do. 6s, exempt, 114¾@—; do. 1893, 112½@—; do. 1893, new, 111½@—; do. 5s, 100@101; do. 5s, new, 102@102½; Maryland Defense 6s, 1883, —@112; do. 6s, 1890, —@112; do. 6s, exempt, —@115; do. 6s, 99@—; Virginia consol. 6s, 63¼@64; do. 2d series, 46@46; Virginia Consol. coupons, 82½@82½; West Virginia def. certif., 5½@6; Baltimore City Passenger R. R., 34@36; Baltimore and Catonsville R. R., 12@—; George's Creek Coal, 98@—; Maryland Coal, —@11; Atlantic Coal, 1.35@1.50; Canton Co., 15@—; do. gold 6s, 88@90; Santa Clara, 5@13; do. bonds, 25@—.

**Boston.**—Connecticut and Passumpsic Rivers R. R. 52½; Vermont and Massachusetts R. R., 110; Rutland R. R. pref., 7½; Summit Branch, 13; Chicago, Iowa and Nebraska R. R., 110; Detroit, Lansing and Northern R. R. pref., 75; do. 7s, 1906, 75; New Orleans, Mobile and Chattanooga 1st mort. 8s, 1910, 30; Chicago, Dubuque and Minnesota 8s, 1896, 18; Vermont Central R. R.

Extension 8s, 38½; Lowell and Andover R. R. 6s, 1894, 100¾; Sandusky City and Indiana 7s, 1877, 70¼; Nashua and Rochester 1st mort. 6s, 1894, 92; Boston Land, Co., 3; Massachusetts 6s, 1890, gold, reg., 111; New Hampshire 6s, 1879, 102¾; do. 1880, 103½; Boston 6s, 1880, currency, 105; Cleveland 6s, 1897, Cincinnati 7.30s, 1899, 100¾; Cambridge 6s, 1884, 107¾; do. 1892, 110¾; Bath, Me., 6s, 1899, 103½; Norwich 5s, 1907, 102; Portland 6s, 1887, 107¾; Rockland, Me., 6s, 1891, 103¾; St. Paul 6s, 1900, 92½; Minneapolis 7s, 1901, 96; Bangor 6s, 1905, 107; Chicago 7s, 1888, 107¾; do. 1895, 109¾; St. Louis City 6s, 1880, 101¾; do. 1887, 105; Toledo 7.30s, 1902, 96¾; Cook Co., Ills., 7s, 1882, 108¾; Duncan Silver Mining Co., 2; National, 20c.; Ridge, 2½.

#### Atlantic, Mississippi and Ohio Railroad.

The receivers of the Atlantic, Mississippi and Ohio Railroad Company have rendered a report of the operations of the road up to 30th June, 1877. The receipts from 13th June, 1876, (the date of their taking charge,) to 30th June, 1877, amounted to \$2,009,123 59, of which \$1,129,675 02 was for transportation of freight and passengers, \$55,844 64 for express and \$56,626 90 for mail service; \$486,724 97 was for traffic balances, and \$153,438 34, representing receivers' collateral notes. The disbursements in the same period amounted to \$1,958,172 27—leaving a balance of \$50,951 32. Included in the disbursement is \$342,982 12 interest on the divisional bonds due 1st July, 1876, and 1st January, 1877; and the report states that the interest due 1st July, 1877, amounting to \$176,299 36, can be paid after 15th October next if the court should so direct. The floating debt has been reduced \$51,320 37, leaving outstanding \$153,800. A portion of this reduction is due to the sale of \$15,000 bonds, and the funded debt is increased by that amount. The labor pay rolls for May, 1876, and 12 days in June, 1876, amounting to \$57,144 23, and \$33,013 93 on account of pay rolls for July, August and September, 1875, have been paid, leaving still unpaid \$111,218 87. Efforts have been made to maintain the road in good condition. New steel rails have been laid on 62 miles and 600 tons additional have been purchased. The bridges have been kept in good repair and many necessary and important improvements have been made.

The earnings from passenger traffic during the year ending 30th June, 1877, show an increase of only \$5,532 52 as compared with the previous twelve months. For through traffic there was an increase of \$25,389 36, but there was a decrease of \$8,500 55 in local, \$5,120 54 in mail, and \$6,235 65 in express and miscellaneous. The through freight shows an increase of 9,585 tons, but a decrease in revenue of \$8,864 26, owing to the great reduction of rates during the freight war. The local freight tariff has been revised and the average rate per ton per mile reduced, but the traffic shows an increase of 9,580 tons, and for revenue an increase of \$54,616 12 as compared with the corresponding twelve months of 1875 and 1876.

A statement of the earnings of the road for the year ending 30th June last, shows \$491,520 58 from passenger trains, \$1,296,298 32 from tonnage trains and \$14,462 58 from miscellaneous sources—total, \$1,802,281 48. The expenses in the same time were \$524,919 72 for road department,

\$176,551 52 for machinery, \$500,509 68 for transportation and \$128,461 40 for treasury department—total, \$1,331,442 32, leaving a balance of \$470,839 16.

#### Western Union Telegraph Co.

In the report presented by the Executive Committee at the last quarterly meeting of the Board, held June 18th, 1877, the net profits for the quarter ending June 30th (May business being partially and June wholly estimated) were stated at \$650,317 52.

The official returns for the quarter (ending June 30th) showed the profits to be \$666,581 46, or \$16,263 94 more than the estimate.

The following revised statement, based upon complete returns, will show the condition of the company at the close of the quarter ended June 30th, 1877:

Surplus, April 1st, 1877, as per last quarterly report.....	\$128,577 10
Net profits, quarter ended June 30th, 1877.....	666,581 46
Amount charged into the current expenses of the year ended June 30, 1877, for material and supplies, which were on hand and paid for, but which were not included in the surplus.....	45,037 13
	<b>\$840,195 69</b>

#### From which deducting:

Dividend of 1½ per cent, paid July 14th, 1877.....	\$507,174 00
One quarter's interest on bonded debt.....	111,203 55
One quarter's proportion of sinking funds.....	20,000 00
Construction account for quarter.....	121,053 54
Sundry telegraph stocks, lines, etc.....	5,678 82
	<b>705,109 91</b>

There remained a surplus July 1st, 1877, of.....	\$75,085 78
The net profits for the current quarter ending September 30th instant, based upon official returns for July, nearly complete returns for August, and estimating the business for September, will be about.....	\$792,100 92
Add surplus July 1st, as above.....	75,085 78
	<b>\$867,186 70</b>

#### From which appropriating:

One quarter's interest on bonded debt.....	\$112,000 00
One quarter's proportion of sinking fund.....	20,000 00
	<b>132,000 00</b>

Leaves a balance of.....\$735,186 70

A dividend of 1½ per cent on the capital stock outstanding requires. 525,925 50

Deducting which leaves a surplus of..\$209,261 20

In view of the preceding statements the committee recommend the adoption by the board of the following:

Resolved, That a dividend of one and one half per cent from the net earnings of the three months ending September 30th, be, and is hereby declared payable on the 15th day of October next to stockholders of record at the close of business on the 20th day of September, instant.

Resolved, That for the purpose of the annual meeting of stockholders, to be held on Wednesday, the 10th of October next, and of the dividend herein before declared, the stock books of the company be closed at three o'clock on the afternoon of the 20th of September, instant, and be reopened on the morning of the 16th of October next.

Respectfully submitted,  
WILLIAM ORTON, President,  
New York, Sept. 12, 1877.

**Laclede and Fort Scott Railroad.**

MUNICIPAL BONDS BEING REGULAR ON THEIR FACE, THE COUNTY IS STOPPED TO DENY COMPLIANCE WITH LAW.

The following decision has been rendered by the United States Supreme Court:

No. 182. The county of Dallas, in the State of Missouri, plaintiff in error, vs. John W. MacKensie. —In error to the Circuit Court of the United States for the Western district of Missouri.—This case comes before the Court upon a demurrer to the answer. In his complaint the plaintiff alleged that the defendant issued certain bonds, by which it promised to pay to the Laclede and Fort Scott Railroad Company the sums named pursuant to an order of the County Court; that the bonds recited that they were issued pursuant to an order of the County Court of Dallas county, made on the 18th of May, 1871, and amended on the 19th of June and the 12th day of August of the same year by authority granted in the charter of said company by an act approved January 11, 1860; that he is the owner for value and the bearer of certain coupons attached to said bonds and entitled to recover the amount thereof, by reason of which he avers an indebtedness to him in the sum of \$3,800, with interest from the various dates mentioned.

To this the defendant answers denying that it promised to pay the bonds as in the complaint is alleged; denying that by its writings or coupons it promised to pay the different sums therein specifically set forth, and denying that the plaintiff was the owner for value of the coupons sued for. The answer, for a further defence, avers that the bonds referred to recite that they were issued pursuant to certain orders of the County Court of Dallas county (which are of the dates specified in the complaint), and avers that no orders authorizing the issue of such bonds were ever made by the said County Court as so recited, but that two of the justices of said court fraudulently and corruptly, but not as a court, made a certain other order set forth, but upon conditions which were not complied with. It is further averred that said bonds were fraudulently and corruptly issued, and without authority, and that at the date of said issue the annual assessment of the county of Dallas was less than \$1,500,000, and the county had already subscribed to the capital of said railroad the sum of \$150,000.

To this answer the plaintiff demurred upon the following grounds:

1. That it did not state facts sufficient to constitute a defence.
2. That its admissions were sufficient to entitle the plaintiff to recover.
3. That its details were inconsistent with its admissions.
4. That it was not necessary to file the bonds, the coupons being filed in the court.
5. That plaintiff being the bearer of the coupons is sufficient and ownership being immaterial.
6. That the authority of the Court to issue the bonds under the special law incorporating the Laclede and Fort Scott Railroad Company is not denied.
7. That it admits their issue and does not deny the authority to issue them recited in them.
8. The bonds on their face import a compliance with the law, and defendant is stopped from denying the regularity of such compliance.
9. It does not charge plaintiff with knowledge of any of the alleged frauds in the issue of the bonds. The demurrer in general to the whole answer. The answer is interposed under a system of pleading which allows numerous and inconsistent defences. If, therefore, the answer contains any good defence, the demurrer must be overruled.

The complaint gives no copy of the bonds. It simply says that they were issued to a railroad company, named, and that they recited that they were issued pursuant to an order of the County Court of Dallas county, made on the 18th day of May, 1871, and amended on the 19th day of June and on the 12th of August of the same year, and that this was by authority granted in the charter

of the railroad mentioned. In this statement are involved two fundamental propositions; first, that the charter of the company gave authority to the County Court to subscribe; and second, that the county exercised that authority. Both of these averments are jurisdictional, and if either does not exist no bonds can legally issue. The first is a question of law to be ascertained by reference to the statute; the second is a matter of fact to be determined upon the pleadings or the proofs.

"It shall be lawful for the county court of any county in the State to subscribe to the capital stock of said company." (Acts of Mo., 1859-1860, p. 434, sec. 14.) This is not a self-executing power. It is an authority to the county, and until affirmatively acted upon possesses no more force than if it did not exist. The defendant, in his answer, denies that this authority was exercised by the county at the dates mentioned or at any time. We think the plaintiff erred in demurring to the answer and thus admitting that the county court had never exercised its power (Smith vs. Sac Co., 12 Wall., 148).

The demurrer is overruled on all the other points also and judgment given for the defendant. Mr. Justice Swayne delivered the opinion.

**Commerce of New York.**

The foreign imports at New York for the month of August, 1877, are officially stated as follows:

	1876.	1877.
Entered for consumption.....	\$12,335,681	\$13,311,638
Do. for warehousing.....	6,515,056	7,194,744
Free goods.....	4,109,489	6,117,404
Specie and bullion.....	936,490	1,096,373

Total entered at port.....	\$23,896,716	\$27,720,159
Withdrawn fr. warehouse.....	8,360,063	9,062,968

The foreign imports at New York for eight months from January 1, were:

	1876.	1877.
Entered for consumption.....	\$87,484,756	\$96,126,119
Do. for warehousing.....	59,199,865	66,348,653
Free goods.....	52,025,625	61,702,976
Specie and bullion.....	3,606,735	8,779,634

Total entered at port.....	\$202,266,981	\$232,957,682
Withdrawn fr. warehouse.....	55,825,002	51,296,689

The duties received at New York for eight months ending with August, were:

	1876.	1877.
January.....	\$8,160,728 44	\$8,058,938 72
February.....	9,473,003 56	8,224,434 61
March.....	10,237,275 36	8,695,637 63
April.....	7,764,457 04	7,569,482 75
May.....	7,575,997 28	7,054,082 33
June.....	6,619,735 25	6,102,426 72
July.....	7,497,199 39	7,132,747 46
August.....	10,125,386 42	10,018,122 33

Total.....	\$67,453,782 74	\$62,855,872 55
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The exports from New York to foreign ports in the month of August, were:

	1876.	1877.
Domestic produce.....	\$23,972,298	\$22,051,488
Foreign free goods.....	301,171	110,022
Do. dutiable.....	321,092	471,839
Specie and bullion.....	1,871,127	979,703

Total exports.....	\$26,465,688	\$23,431,052
Do. exclusive of specie.....	24,594,561	22,633,349

The exports from New York to foreign ports for eight months from January 1, were:

	1876.	1877.
Domestic produce.....	\$167,096,684	\$174,944,011
Foreign free goods.....	2,277,864	1,558,948
Do. dutiable.....	4,451,903	2,975,521
Specie and bullion.....	38,701,247	23,937,849

Total exports.....	\$212,527,698	\$203,416,329
Do. exclusive of specie.....	178,826,451	179,478,480

**Railroad and Manufacturing Notes.**

The managers of the Boston, Revere Beach and Lynn Railroad have under consideration the matter of introducing the Eames vacuum brake upon all the cars and engines of the road. The apparatus has been applied upon three cars and one engine, and a trial trip was made which resulted very successfully. This new improvement is but one of the many which the managers of the Revere Beach Corporation intend to introduce upon the road.

The Jackson & Sharp Company, of Wilmington, Del., have just completed for the royal family of Norway a narrow gauge palace car. It is similar in many respects to the car built last year by the same firm for the Emperor of Brazil. It is to run on the narrow gauge railway between the town of Hamar and Thronthjinn.

The Los Angeles (Cal.) express says that about ten men are now at work at the Santa Monica car shop, putting together the rolling stock that was shipped there in detached parts nearly two years ago. There are forty-three cars, mostly flat.

The new ferry boat Columbia recently constructed by the Harlan & Hollingsworth Co., of Wilmington, Del., for the West Jersey Ferry Co., is said to be the finest ferry boat on the river.

**Trade and Commerce.**

In the first seven months of this year the Pacific Railroad shipped eastward 61,000,000 pounds of merchandise. The list includes in its leading articles, coffee, tea, dried and ripe fruits, vegetables, hides and pelts, quicksilver, salmon, skins and furs, wine, wool, silk and leather. The quantity of wool sent since the commencement of this year exceeds 26,000,000 pounds. This has gone principally to New York and Boston. Most of the coffee has been sent to Chicago and St. Louis. A considerable quantity of the tea forwarded has gone to Boston, but the larger portion has been sent to New York. There has been an immense falling off in the Eastern demand for California barley the present year, but the shipments of other articles show a large increase. By the above facts we learn why shipping is depressed. If this merchandise had come around Cape Horn it would required all the spare shipping of the country.

The recent efforts made to increase our exportation of home manufactures to foreign ports have resulted so successfully that during July and August \$518,985 worth of these manufactures were exported from Philadelphia, embracing a wide range of articles, consisting of: passenger cars to Brazil and Cuba; coal to the West Indies and South America; hardware to Liverpool and the West Indies; car wheels to Brazil and Antwerp; nine locomotives to Brazil; machinery to Brazil, Liverpool, Antwerp and elsewhere; nails to Rio, Peru and the West Indies; iron pipes to Cuba; butter, lard and leather to Liverpool and Antwerp; paper to the West Indies; petroleum, soaps and a large amount of other articles. This trade promises to continue, and in many branches to increase.

Among the principal articles exported from Philadelphia during the week ending September 15th were 627,485 gallons of petroleum, 176,731 bushels of wheat, 112,000 pounds of butter, 6530 pounds of cheese, 1,445,440 pounds of bacon, 855,896 pounds of tobacco, and locomotives valued at



\$39,250. The total value of the exports was \$982,093.

The Pennsylvania Railroad Company have decided that the freight discrimination against Pittsburgh—of which that city has so long complained—shall be discontinued, and the rates, instead of being higher than for points beyond, shall be 30 to 40 per cent. lower.

The Cincinnati Price Current says that there are already considerable arrivals at that city of cattle, sheep and hogs over the Southern Railway, partly from sections which have heretofore moved to other markets.

Through passenger travel on the various railroad lines is at present largely in excess of the corresponding period in previous years. In this traffic the west bound receipts exceed those of east bound.

The Baltimore and Ohio Railroad Company are testing the expediency of transporting miscellaneous freight on "gondola" or platform cars, with the simple addition of a water proof cover. Some time since this company successfully utilized coal hoppers in this manner for carrying grain.

The tonnage on the canals in New York State for August showed a gain over August, 1876, of 146,000 tons, while the gain for the season has been 312,000 tons.

#### Queries and Replies.

Inquiries to be answered must be appropriate to the columns of the JOURNAL.

J. A.—About your inquiry respecting the preservation of timber, we have known the following to answer remarkably well. Take boiled linseed oil, and stir in pulverized charcoal to the consistency of paint. Put a coat of this over the timber, and it will preserve it for a very long time, if well seasoned before the application.

READER.—What is the difference between a tubular and a tubulous boiler? Ans. In the tubular boiler there are tubes and a shell; the former convey the flame and heated gases from the fire. In the tubulous boiler there is no shell, and the tubes are filled with water and steam. In the tubular boiler there is a pressure on the inside of the shell and on the exterior of the tubes; in the tubulous boiler, the pressure is internal only. The Babcock and Wilcox boilers are of the latter kind.

MILLWRIGHT.—Does punching steel plates weaken them more than iron ones? Ans. Both from experiment and experience it has been found that steel plates of average suitable quality are more injured than wrought iron plates by punching.

L. P.—What is the strength of rolled iron boiler-plate. Ans. It varies. About 50,000 pounds per square inch, if the strain is applied in the direction of the "grain" or the fibres of the iron, (or in the direction in which it has been rolled), and about ten per cent. less if the strain is applied crosswise of the grain.

RAILROAD ENGINEER.—What is the power required to draw out a railroad spike (such as is used for confining rails to cross-ties)  $\frac{3}{8}$  inch square driven  $3\frac{3}{8}$  inches into seasoned Jersey yellow pine, or unseasoned chestnut? Ans. About 2000 lbs. force: from seasoned white oak, about 4000; and from well seasoned locust, about 6000 lbs.

MASTER MACHINIST.—Is the fish-joint an English or an American invention? Ans. It is claimed

at present to be an English invention of 1846. It was in use on the N. C. and F. railroad three years prior to that date.

D. H.—What is the height of platforms of passenger cars and the height of the locomotive smoke pipe. Ans. 1, height of platform  $3\frac{1}{2}$  to  $3\frac{3}{4}$  feet above the rail. 2, height of pipe usually 13 feet to 15 feet above the rails.

#### Imports of Dry Goods at New York.

The imports of foreign dry goods at New York for the month of August, were:

ENTERED FOR CONSUMPTION.		
	1876.	1877.
Manufactures of wool...	\$2,024,006	\$2,459,328
" cotton...	1,031,200	1,444,811
" silk....	2,080,910	2,354,732
" flax....	761,378	873,012
Miscellaneous dry goods.	635,779	734,061
Total.....	\$6,533,273	\$7,865,944

WITHDRAWN FROM WAREHOUSE.		
	1876.	1877.
Manufactures of wool...	\$1,434,262	\$1,321,877
" cotton...	420,230	463,557
" silk....	740,131	675,407
" flax....	420,400	419,323
Miscellaneous dry goods.	122,232	106,742
Total.....	\$3,137,255	\$2,986,906
Add entered for consump.	6,533,273	7,865,944

Thrown upon market.... \$9,670,528 \$10,852,850

ENTERED FOR WAREHOUSING.		
	1876.	1877.
Manufactures of wool...	\$1,413,174	\$1,133,401
" cotton...	286,567	298,935
" silk....	842,663	570,741
" flax....	351,058	476,819
Miscellaneous dry goods.	105,502	139,405
Total.....	\$3,998,964	\$2,619,301
Add entered for consump.	6,533,273	7,865,944

Total entered at the port. \$9,532,237 \$10,485,245

The imports of foreign dry goods at New York for eight months from January 1, were:

ENTERED FOR CONSUMPTION.		
	1876.	1877.
Manufactures of wool....	\$9,475,678	\$9,184,528
" cotton...	9,482,972	9,999,400
" silk....	12,410,742	13,566,495
" flax....	5,450,262	6,423,447
Miscellaneous dry goods.	4,216,159	3,992,143
Total.....	\$41,035,813	\$43,166,013

WITHDRAWN FROM WAREHOUSE.		
	1876.	1877.
Manufactures of wool....	\$6,211,274	\$4,919,831
" cotton...	3,609,123	2,799,879
" silk....	3,822,566	3,495,917
" flax....	3,517,258	2,832,929
Miscellaneous dry goods.	1,024,235	927,994
Total.....	\$18,184,456	\$14,976,549
Add entered for consump.	41,035,813	43,166,013

Total thrown on the market.....\$59,220,269 \$58,142,562

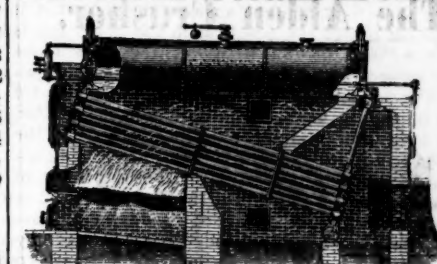
ENTERED FOR WAREHOUSING.		
	1876.	1877.
Manufactures of wool....	\$6,472,801	\$5,219,963
" cotton...	3,298,664	2,691,789
" silk....	3,884,602	3,291,281
" flax....	3,147,175	2,775,889
Miscellaneous dry goods.	1,030,115	1,014,054
Total entered warehouse.	\$17,833,357	\$14,992,976
Add entered for consump.	41,035,813	43,166,013
Total entered at port ..	\$58,869,170	\$58,158,989

#### Erie Railway.

The earnings of the Erie Railway Company for the month of June, 1877, were \$1,232,162 83, the expenses \$975,904 77, and the net earnings \$256,258 06; for the month of June, 1876, the earnings were \$1,212,474 77, the expenses \$1,027,161 62, and the net earnings \$185,313 15—showing an increase in earnings of \$19,888 06, a decrease in expenses of \$51,256 85, and an increase in net earnings of \$70,944 91. The net earnings for the nine months passed of the financial year exceed those of the same period in the former year by \$517,087.

Judge Henry R. Low has been chosen President of the Pittsburgh, New Castle and Lake Erie Railroad Company, vice E. D. Culver appointed Consulting Engineer.

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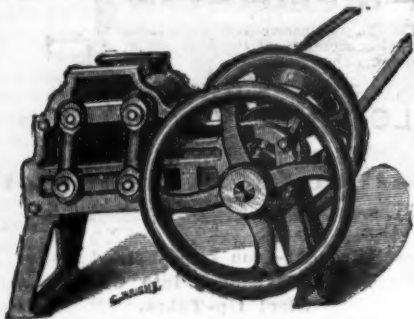
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**Canada Southern Railway.**

The New York Central and Hudson River Railroad Company has come under an obligation to guarantee four per cent. interest on the Canada Southern bonds. Arrangements have also been made to complete the connections of the road to Chicago as early as possible. Four per cent. is not a high rate to pay, but it is a good rate to guarantee. The name of the endorser is good. The endorsement is of course not a favor to the Southern; but the connection with the Central, in the East and with Chicago in the West, ensures business which, with anything like fair rates, must make the road pay. The road is eminently international, and the new arrangements must ensure it a large volume of business.—*Monetary Times.*

The case of the State of Maryland against the Baltimore and Ohio Railroad Company in the Superior Court, for the tax of one half of 1 per cent. on the gross receipts of the company, was decided on the 18th inst. by Judge Dobbin in favor of the company. The State will carry the case to the Court of Appeals.

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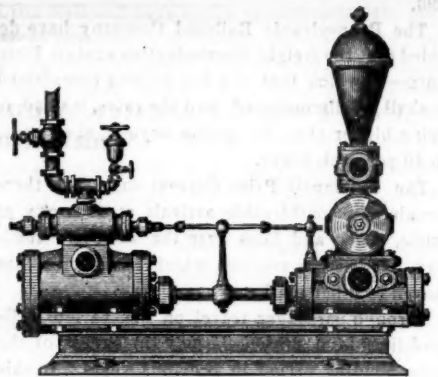
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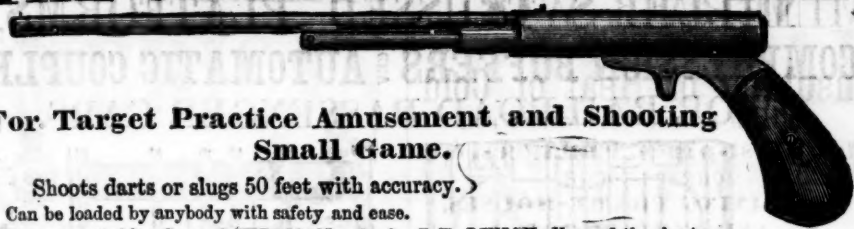
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**The Coal Trade.**

For the week ending the 8th instant, the total tonnage, as reported by the several carrying companies, amounted to 341,854 tons, against 427,055 tons in corresponding week last year, a decrease of 85,701 tons. The total amount of anthracite mined for the coal year is 13,254,923 tons, against 11,105,413 for same period last year, an increase of 2,149,510 tons. The quantity of bituminous coal sent to market for the week amounted to 47,119 tons, against 79,180 tons in corresponding week last year, a decrease of 32,061 tons. The total amount of anthracite mined for the year is 2,140,071 tons, against 2,334,935 tons for corresponding period last year, a decrease of 194,864 tons. The total tonnage of all kinds of coal for the week is 388,478 tons, against 506,235 tons in corresponding week last year, an increase of 117,762 tons. The total tonnage of all kinds of coal for the coal year is 15,394,904 tons, against 13,440,348 to same date last year, an increase of 1,954,646 tons. The receipts at Perth Amboy for the week ending on the 8th instant were 26,161 tons, the shipments 25,109 tons, leaving a stock on hand of 58,819 tons. The quantity of coal and coke carried over the Pennsylvania Railroad for the last three days of August was 54,805 tons, of which 46,455 tons were coal, and 8,150 tons coke. The total carried for the year is 3,051,512 tons, of which 2,434,472 tons were coal and 565,165 tons coke. These figures embrace all the coal carried over the road, east and west.—*Phila. Ledger, Sept. 17.*

The directors of the Chicago, Danville and Vincennes Railroad Company have adopted the name of the "Chicago and Eastern Illinois Railroad Company" for the consolidated Illinois and Indiana Divisions, 157 miles in length, and articles of incorporation under that name were filed on the 30th ult. The officers of the new company are: F. W. Haidekoper, President; T. W. Shannon, New York, Vice President; A. S. Danham, Secretary—he was also appointed Auditor; J. C. Calhoun, Treasurer; Edmund L. DuBarry, General Superintendent; C. Holliday, General Freight and Passenger Agent.

The east end of the Brownsville and New Haven Railroad, extending from New Haven on the Youghiogheny river, opposite Connellsville, to Vance's Mill, a distance of eleven miles, was bought on the 14th inst. at Sheriff's sale by Colonel A. L. McFarland and Mr. A. O. Tinstman, of West moreland county, for \$11,000.

**TO THE HOLDERS OF**  
**Alabama & Chattanooga**  
**Railroad**  
**FIRST MORTGAGE BONDS.**

At the request of a meeting of bondholders, held at Frankfort-on-the-Main, Germany, Messrs. Emile Erlanger & Co., of London, have extended the time for exercising the option given by their circular to Sept. 22, up to which date the undersigned will continue to receive bondholders' subscriptions.

PLOCK & CO., No. 51 William St.  
 New-York, Sept. 11, 1877.

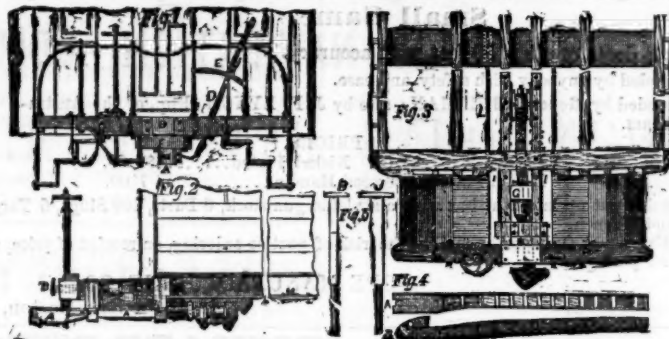
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